MARCH 1953

p. 57

PACIFIC FISHERMAN

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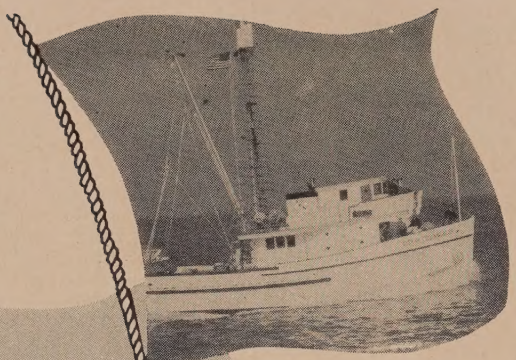
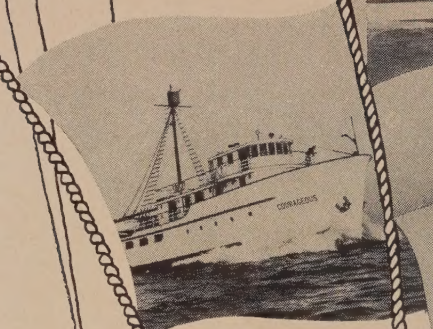


*PURSE SEINER



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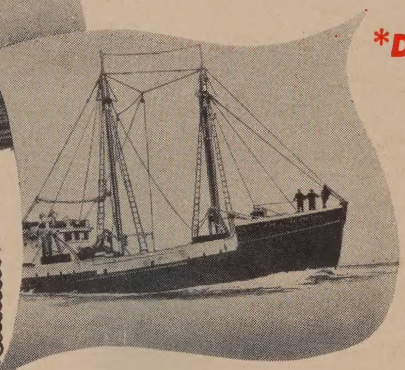

*DRAGGER

ATLAS and SUPERIOR DIESELS

keep them all at work!

These boats don't spend valuable fishing time tied up at docks for engine repairs because they're all powered by Superior and Atlas Marine Diesels. Furthermore, these fishing boats have had ample time to test their power plants since they were all launched a number of years ago.

They use Superior and Atlas engines selected from the complete line of 4-cycle, heavy duty Marine Diesels.

- **The "City of Los Angeles" is powered by a 400 horsepower direct reversible Atlas Diesel.**
- **The "Courageous" boasts a main propulsion unit rated at 850 horsepower and two auxiliary Superior engines.**
- **The "Benjamin C" is equipped with a 6 cylinder 400 horsepower Atlas.**

The owners' reports on these three fishing boats substantiate the performance records established by Superior and Atlas Diesels in marine service throughout the world.

You can examine these Superior and Atlas Diesel performance records, simply by calling the representative at one of the sales and service points listed below, or by writing headquarters at Springfield, Ohio.

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ATLAS Imperial DIESEL ENGINES

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PACIFIC FISHERMAN

rch, 1953 Volume 51, Number 4

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W. Ponsford ..... Associate Editor
art F. Leete ..... Associate Editor
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L. Hillyard ..... Advertising Mgr.

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ler Freeman ..... President
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1953 Yearbook Is Published For National Conventions

Pacific Fisherman Yearbook for 1953—the 50th edition of this annual record of the Pacific fisheries—was distributed beginning Feb. 10, in order to be available at the annual conventions of the National Canners Association and the National Food Brokers Associations in Chicago the last week in February.

This dating is the earliest it has been possible to publish the *Yearbook* in many years, and was attained as a service to the merchandisers of fishery products, who always find the *Yearbook* of the utmost value to them at the convention and in their spring selling campaigns.

The *Yearbook* this year, being the 50th of its kind, contains an extended article drawn from the material of the first *Yearbook*, together with facsimile reproductions of the first salmon pack tables, published in 1903.

An article from the first *Yearbook*, discussing the old and the modern methods of salmon canning—"modern" as of 1903—is presented in full.

Another feature of the *Yearbook of 1953* is a special section: "Food Fish Facts—A Sea Products Sales Tool"—an 11-page presentation of pertinent facts on Pacific fishery products, designed as an aid in selling.

The *Pacific Fisherman Yearbook* is included with the monthly journal in the $3 annual subscription. Purchased separately, the price of the *Yearbook* is $2. It may be secured through any office of *Pacific Fisherman*.

1953 Halibut Fishing Season Due to Open on May 17

May 17 opening for 1953 halibut fishing has been recommended by the International Fisheries Commission. This is three days later than the 1952 opening.

The date represents a victory for the Canadian point-of-view.

The American industry generally had favored a June 1 opening; but the Canadians wanted to get the halibut fishing over with early in order to release the boats for salmon fishing.

The May 17 opening was obviously a compromise, although strongly inclined toward the Canadian idea.

Area divisions of the fishery will not be changed from 1952, but fishing in the three no-quota sub-areas starts slightly later than last year. The South Hecate Strait and the Forrester Island sub-areas will be opened July 31 for a 10-day season without catch quota; while the Sanak-to-Westward sub-area opens Aug. 5 for a 25-day no-quota season.

It should be noted that the open season in this Westward sub-area is extended this year to 25 days, where it was 17 days long in 1952. This change should encourage materially more activity than in the first year for this division.

THE COVER PICTURE

With a school of mackerel spotted in Southern California waters, the crew of *Pacific Pearl* struggles to clear the tail skiff, preparatory to making a set. Night photo by Lee Beveridge, Van Camp Sea Food Co.

that "EXTRA" something!

A diamond must be flawless, with excellent brilliance and cut to perfection in order to provide "that Extra Something" which creates demand.

Ederer gives you ..that "EXTRA something" in nets!

Regardless of your fishing operation Ederer Netting Dealers are in a position to provide the best type and quality net available.

Ederer Netting gives you "that Extra Something in Nets" with qualities of durability and peak holding power that assures you of all-around performance—because they are backed with over 70 years of know-how and research in the Commercial Fishing Industry. Ederer Dealers find our Netting their key line, because they provide you with greater profits on your netting investment.

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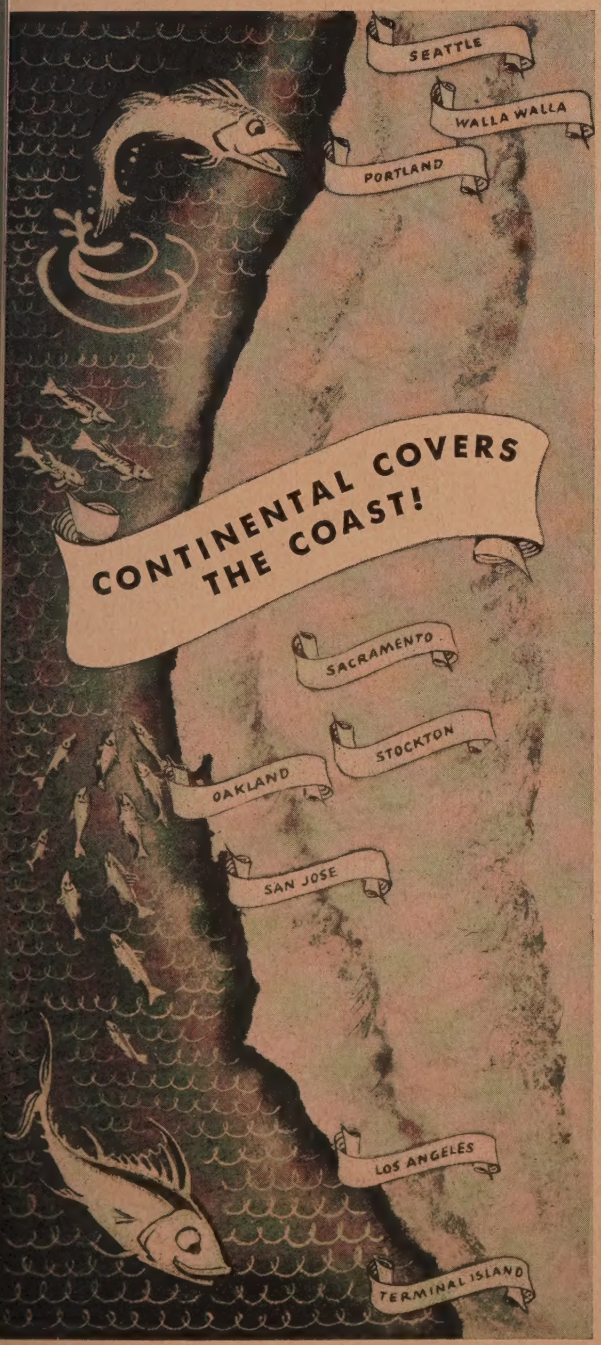
Whether you pack salmon, sardines or tuna

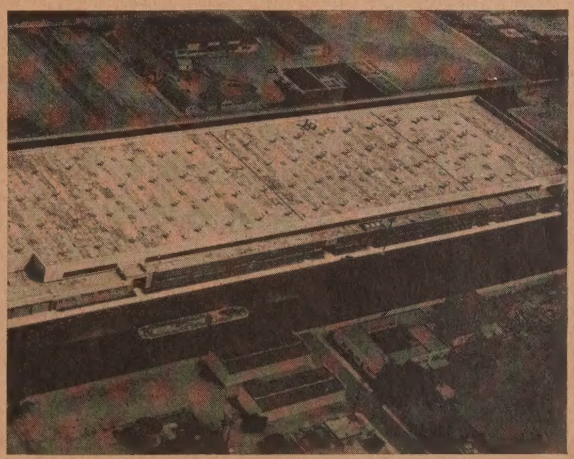
CONTINENTAL CAN GIVE YOU TOP SERVICE



No matter what "breed" of fish you pack, Continental cans are right for you. They come in every size and shape, and are first-class containers for first-class products.

But can quality is only half the story. Continental service is first-class, too. We've been making cans in the West for almost twenty-five years and have helped solve some of the toughest Western canning problems. What's more, our experts are always right on hand to put this experience to work for you.

So whether you pack in California, Oregon or Washington, why not give us a call the next time you are thinking about containers. We have the equipment, the experience and the willingness to do a good job for you. This year our people will travel a million miles to help keep our customers' operations at top efficiency.



TERMINAL ISLAND — Newest of nine Continental can-manufacturing plants in the West.

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ALWAYS READY TO GO

"I can always depend on Caterpillar power to go," says James A. McCall, owner of the 48½′ x 14′ x 5½′ drag boat *Verona*, working out of Eureka, California. "I've been fishing for 25 years and seen lots of boats and lots of engines. There's no doubt as far as I'm concerned. There's nothing better than a Cat Diesel for fishermen."

That's a mighty strong statement, but let's see how the *Verona's* log backs it up. Weather permitting, the *Verona* is out fishing 16 to 18 hours every day, every month of the year. And the only power aboard is her Cat D8800 Marine Engine, which drives a 42″ x 38″ wheel through 3 to 1 reduction gear. A Twin Disc power take-off runs the winches and bilge pump.

How much does it cost to operate Caterpillar Diesels? Very, very little! They burn low-cost No. 2 furnace oil without fouling, even when idling. And the occasional times they may need "fixing," there's a Caterpillar Dealer on the double to the dockside wit the kind of service that cuts down-time to the minimun

Caterpillar Diesel Marine Engines are available i 12 sizes up to 400 HP for continuous duty — 500 H maximum. And that power is conservatively rate When you get one for a boat, you can be sure you won be short-changed — it will deliver *all* the power adve tised *at the wheel.* Get the facts about these hones hard-working engines from your Caterpillar Deale

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PROPULSION ENGINES
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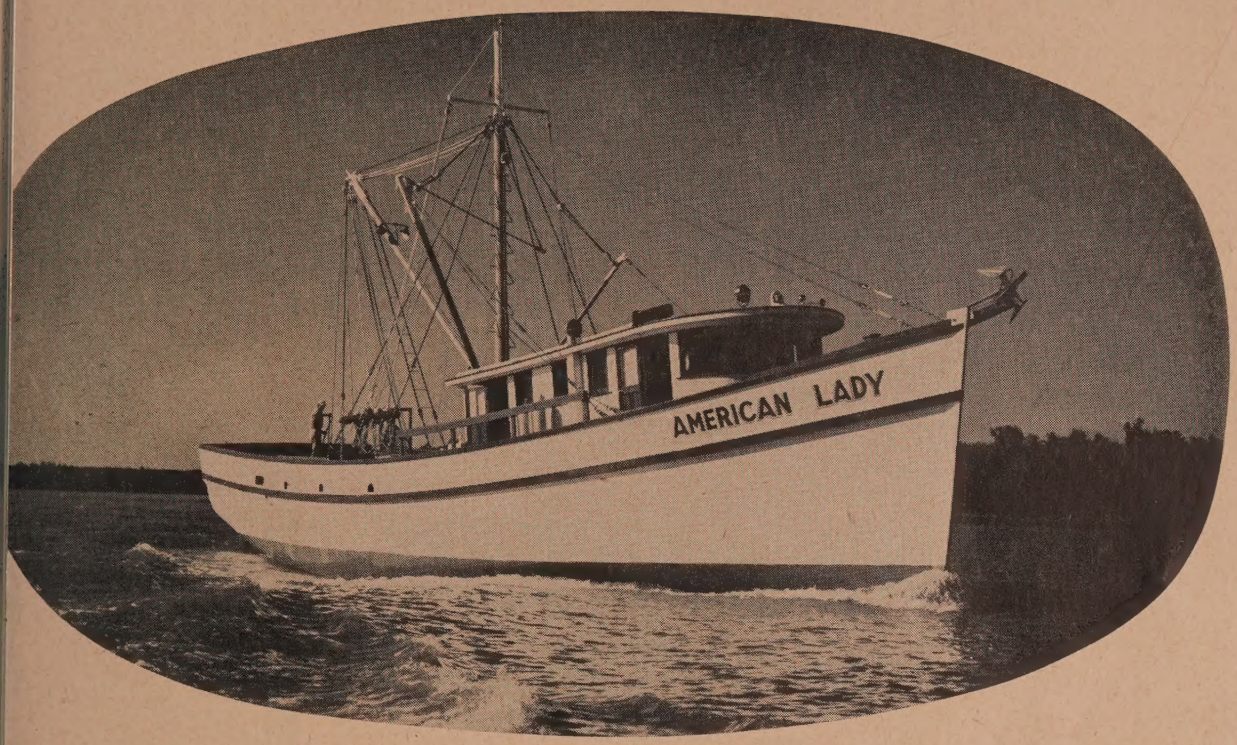

Beautified and Protected with

PETTIT PAINT

Pettit Signal Paint Red for trim

The new 73' shrimp trawler, *"American Lady"* recently built for Marion Duzich of Aransas Pass, Texas . . . will stay sparkling white despite sun, seas, spray and harbor fumes. High quality Pettit Paint from top to bottom assures complete protection, too.

Pettit Battleship Blue Gray for side and rail

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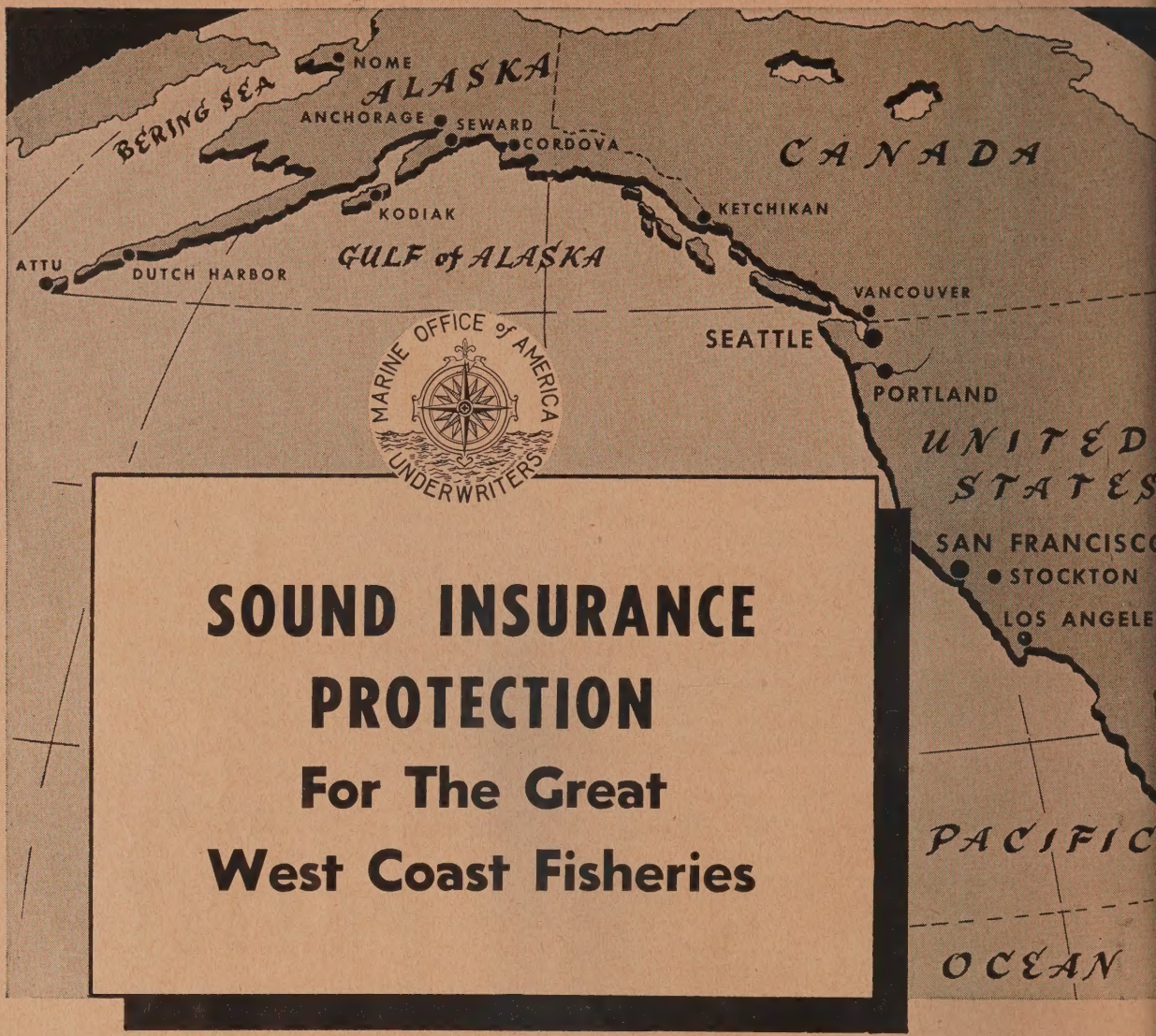

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For The Great West Coast Fisheries

ALONG the whole sweep of the Pacific Coast, the Marine Office of America is on guard to protect from loss the substantial marine interests of the Salmon Industry and the great West Coast Fisheries.

This protection is *sound,* depression-proof protection, as strong as money can buy—for the Marine Office is composed of 7 leading Marine and Fire Companies—one of the largest and strongest groups of its kind in the United States.

Sound insurance protection is vital to the successful operations of the fishing industry of the Pacific. *The Marine Office of America provides it!*

SEE YOUR LOCAL AGENT OR BROKER!

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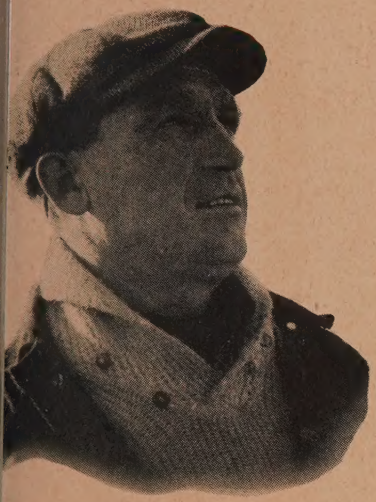
Nylon netting needs no preservative



RESULT—nets weigh less, save you money, time and labor for upkeep

Nylon is a man-made fiber—not weakened by marine organisms, fungus, mildew, oil or gasoline. This means you save the cost of preservatives and the labor of applying them . . . nets can be left in the water indefinitely—brought out only for cleaning.

This is only one of the ways fishermen are proving nylon's economy all over the country. Netting made of Du Pont nylon helps cut your costs for these reasons, too—

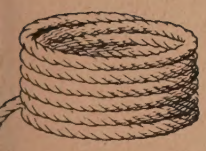
1. LASTS LONGER! Because nylon keeps its great strength, resists rot and wear, nets of nylon last longer—reduce your mending and replacement costs.

2. ABSORBS LITTLE WATER! Nets of Du Pont nylon gain less than half the weight other nets do when wet. This makes them easier to handle, cuts your marine power costs.

3. NEEDS NO DRYING! Nets of nylon can be used haul after haul, day after day without drying. This reduces the number of nets formerly needed to maintain continuous profitable fishing. Nylon nets can be stored wet, too.

4. WEIGHS LESS! Where less weight is important, nylon's great strength allows use of smaller twines, making nets lighter, easier to handle. Pound for pound, too, you get a greater length of netting with nylon.

Only nylon netting gives you *all* these important advantages and cost-saving features. When buying netting, compare the ways *nylon* can improve *your* fishing operation, cut your costs, and increase your profits. Contact your net supplier for information on the latest in nylon.



GREATER STRENGTH
. . . LESS WEIGHT
. . . LONGER-LASTING

NYLON ROPE

Nylon rope gives you extra strength, high shock absorbency, flexibility and durability . . . *plus* lighter weight for easier handling. Nylon resists abrasion and rot, needs no drying or preservatives . . . gives far longer service. Whenever you buy rope or cordage, get the extra values of Du Pont nylon.

Profit-wise fishermen use NYLON to cut operating costs

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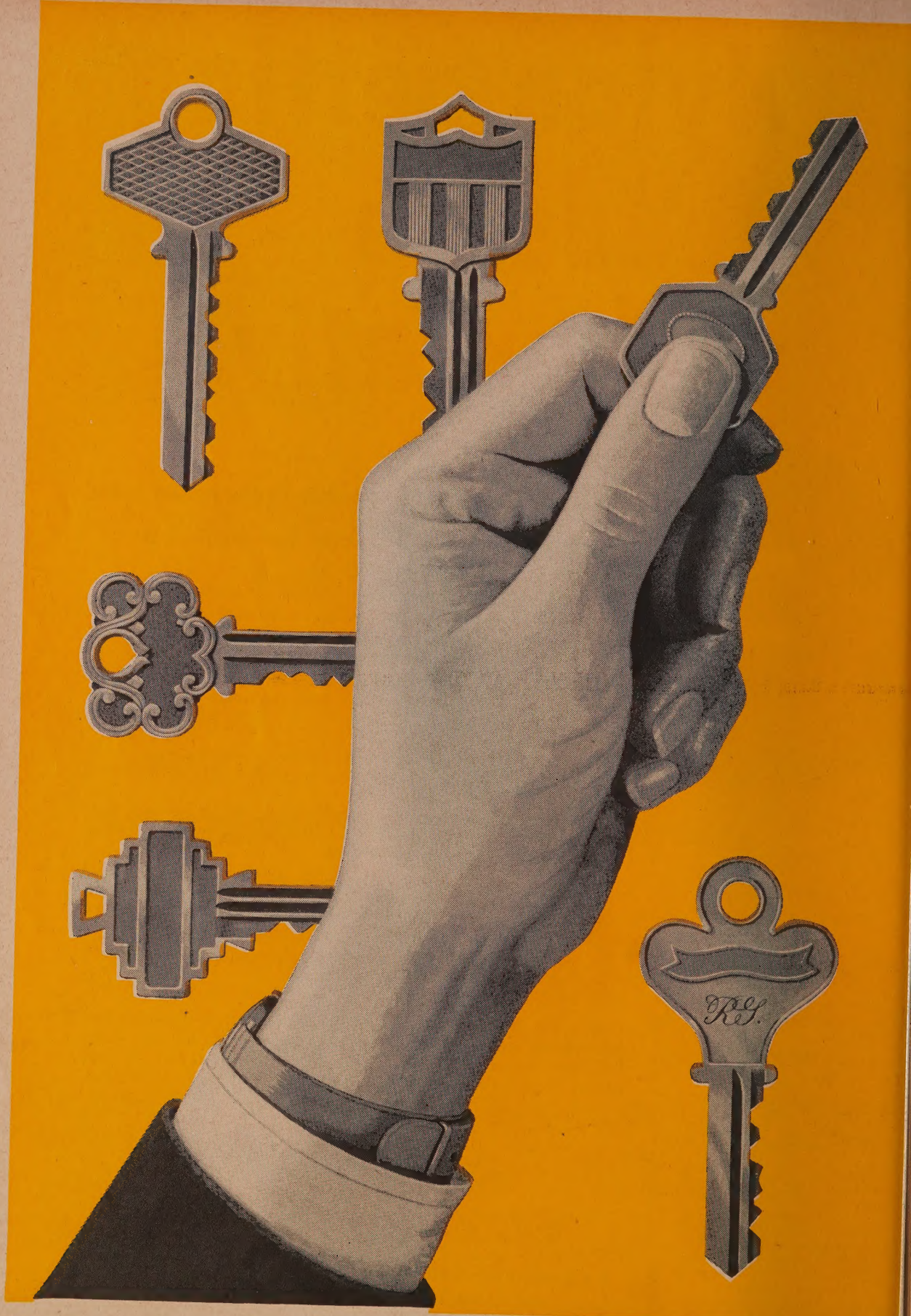
. . . THROUGH CHEMISTRY



Maybe this is just the one for you!

Our staff of able men—whose lives are devoted to solving "unsolvable" problems—may have the precise key to your present container problem *right now.*

If they haven't, they will devote their time to fashioning a key that *will.*

You see, the equipment and facilities available to our 310 highly skilled scientists and technicians are not surpassed in the industry. Nor is their record of achievement.

Canco customers have been out in front *first* with almost every new and better container—and frequently with an improved product within that container. And that's the record not just for this year. Or last year. But since the turn of the century.

Go first to the people who are first!

AMERICAN CAN COMPANY

CANCO

New York, Chicago, San Francisco; Hamilton, Canada

Canco offers you the finest full line of cans for fish and fish products available anywhere. *Whatever* your need, *wherever* your need, Canco has the *right* package.

Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: **DEMING & GOULD COMPANY, South Bellingham**

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BUT ONE

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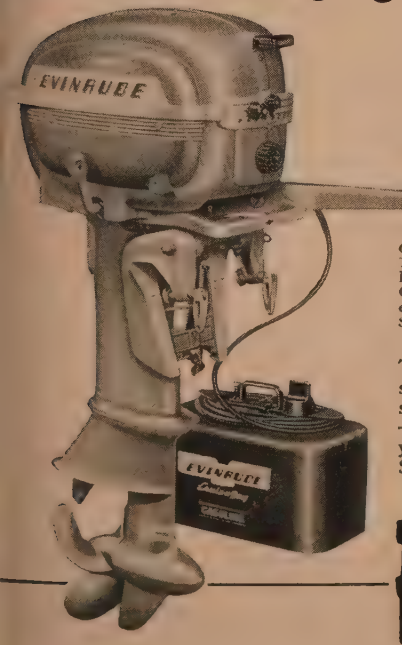

The two hulls are identical . . . a highly efficient 26′ x 8′ work boat design developed and built in numbers by the well known commercial yard, Bryant's Marina of Seattle. One hull is powered with a 25 H.P. inboard engine, the other with a 25 H.P. Evinrude Big Twin. Cost and performance records are accurate—and highly significant!

INBOARD POWERED

Maximum speed loaded, 6 M.P.H.; Light, 10 M.P.H. Turning radius, 100 ft. Usable cargo space, 250 cu. ft. Cost of hull only, $1,050.00. Cost of engine, $595.00. Cost of necessary equipment, accessories and engine installation complete, $700.00. Total cost **$2345.00**

EVINRUDE POWERED

Maximum speed loaded, 8 M.P.H.; Light, 17 M.P.H. Turning radius, 30 ft. Usable cargo space, 322 cu. ft. Cost of hull only, $1,050.00. Cost of engine (25 H.P. Evinrude extra depth work boat model) $490.00. Total cost..... **$1540.00**

(Prices based on Seattle delivery.)

The Evinrude powered boat offers other important advantages. It can be run in shoalest water. It can be beached anywhere. Its engine is simple to operate and to service. See your Evinrude dealer—let him show you the complete range of models —3 to 25 H.P. Look for his name under Outboard Motors in the yellow pages of your phone book. For free literature write EVINRUDE MOTORS, 4164 North 27th Street, Milwaukee 16, Wisconsin.

In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario

EVINRUDE OUTBOARD MOTORS

ONE BOAT OR A FLEET

WOOLSEY® MARINE PAINTS *IS YOUR BEST BET*

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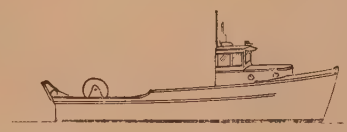
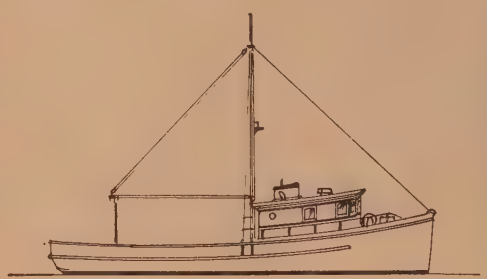
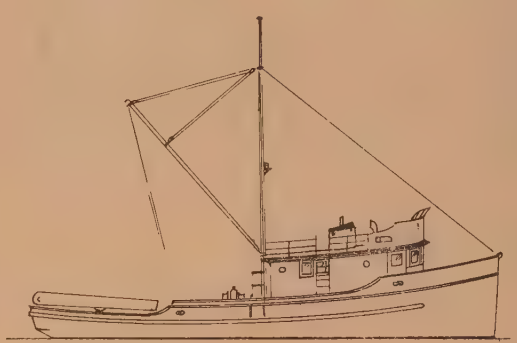
ECONOMY
APPEARANCE







No need for you to suffer lost fishing time and the added expense of frequent paint haul-outs! Fleet owners have already proved to themselves that superior, super-dependable Woolsey Marine Paints last longer on the job. The next time *your* boat needs painting, insist on these time and money saving Woolsey *quality* products:

WOOLSEY "TRADE WINDS" Anti-Fouling BOTTOM PAINT

Its highly toxic composition gives excellent fouling resistance. Has a good spreading rate — can be recoated in 3 hours, launched after 4 hours. Easy to apply — moderate in cost.

WOOLSEY SHIP & DECK PAINT

An all-purpose, durable gloss finish for every topside surface. Stands the toughest going on decks and working areas. Solid covering, in all practical colors.

WOOLSEY YACHT WHITES

Resists discoloration from gases, fumes and staining. Can be easily scrubbed down. Finish weathers evenly for quickest economical repainting. In gloss, semi-gloss and flat finish.

KEEPING AHEAD of the constantly changing requirements for vessel equipment, fishing gear and cannery supplies is a habit of 56 years standing with us!

Pacific Marine Supply Co.

Serving the Northwest and Alaska since 1897

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PACIFIC FISHERMAN MARCH 1953

LENTEN SPECIALS

Prices Reasonable — Cost and Quality High

SALES mechanism of the Pacific fish business purred like the V-8 in a new Super-Stupor as the year took the Ash Wednesday turn and headed into Lent.

And it wasn't just Lent that gave the lift to selling. That seasonal stimulant helped, of course; but the fundamentals were more basic than the obligation and tradition of Lent alone.

Spring sales had their roots primarily in Supply and Demand; with secondary support from Lent, plus an added something which can be called *Interest.*

Evidence of *Interest* resulted in, and in the future may be expected to result from, such undertakings as the re-institution of National Canned Salmon Week, Feb. 18-25; and the five-year national publicity program embarked upon by Canned Salmon, Inc.

TUNA trading during the first two months of the year was running well ahead of packing, and of packing prospects for some time to come. The normal 2,000,000-case inventory counted as the year began was being reduced rapidly, and tuna sellers were telling themselves that supplies would be short before the fleet could be expected again to be producing in full volume.

CANNED salmon business looked-up immediately after New Year. Some items were short, none were over-long and pricing was at a level which appeared satisfactory to the Mrs. Johnsons.

Removal of canned fish from price control was not expected to have any material effect on the trade—all items of Pacific canned fish having been priced for many months well below ceiling levels.

FROZEN fish marketers report an even more vigorous spring movement than that registered in the canned department. Packaged frozen fish put on particular vigor going into Lent, accelerating once again the steadily-quickening pace which has been manifest for months. The frozen fish case today shares importance with the canned fish shelves in the modern food store. Improvement in product, in labelling, in packaging; improvement in distribution, in retailing facilities and in retailer understanding of how to handle the goods, have resulted in growing consumer acceptance which points plainly to the still untouched potential of packaged frozen fish.

SO far we have spoken of selling, of the spring sales of Pacific fish products.

The brighter outlook in the sales end cannot dispell the gloom and solve all the problems of other divisions.

Year-end reckoning showed 1952 losses for many companies. Even active spring sales cannot compensate for the fact that many of them were made below cost of production last summer.

NEGOTIATIONS for 1953 fish prices and labor costs are proving difficult, and may be much more so as the season nears. Salmon operators seek to eliminate some of the wasteful requirements which have made it so difficult to control their costs and keep them in line with the consumer's willingness-to-pay.

IMPORTS constitute another threat, complicating the situation arising from the high cost of past

16th Salmon Cutting, Seattle, March 12-13

packs and the prospective problems of tomorrow's production. No major element in the industry but knows the impact of imports.

Tuna is face-to-face with a steadily growing volume of foreign imports, from Asia, from Africa, from South America, and indeed from the warm seas of almost all the world.

Packaged frozen fish from Canada, Iceland, Norway; shellfish from Japan, Africa, Australia and Mexico all find places in the refrigerated cabinets of American food stores.

Denied its traditional markets overseas, Canadian canned salmon crosses the border to the South.

SPRING sales situation is fair — and it needs to be.

Pace of Tuna Packing Show In Early Months of 1953

The new year started off in slow tempo for tuna fishing and packing, as was expected.

A number of reasons were responsible: delay in sending tuna clippers to sea pending conclusion of a marketing agreement on raw price and operating conditions between American Tunaboat Association and canneries; poor fishing from Mexico to Peru; and closing of major "bait corrals" in Central and South America.

The price for Yellowfin and Big-eye tuna for 1953 is $320 per ton, same as last year; for Skipjack, $280, a $20 per ton increase over last year. The ATA contract did not specify prices for the other tuna and tuna-like fishes, but the following will hold: Bluefin, $310 per ton; bonito, $195; yellowtail, $185. No price will be set on Albacore until the season begins, probably in June.

January saw a total of 7,270 tons unloaded at Southern California canneries, and 337,000 cases produced. Imports during the month, all at the Los Angeles-Long Beach district included: 478 tons, Albacore from Japan; 127 tons, Yellowtail and 338 tons, Skipjack from Peru. An unusual shipment was 10 tons of Bluefin, bought by Pan-Pacific Fisheries, Inc.

Breakdown of tuna deliveries in January showed: Yellowfin, 2,956 tons; Skipjack, 3,796; Bluefin, 10; Albacore, 493; Yellowtail, 15.

The official Fish & Game figures on tuna for all of California for 1952:

Yellowfin	92,940 tons
Bluefin	2,083
Skipjack	44,787
Albacore	35,514*
Bonito	1,062
Yellowtail	4,534
	179,920 tons

*Includes 10,400 tons from Japan. Total cases for 1952: 8,072,243 cases.

Alaska's Legislative Color Flares Like Northern Lights

There was color a-plenty in Juneau as the 1953 Alaska legislature got under way—color and contrast.

Contrast, for example, in the face of the overwhelmingly Republican legislature and the lame-duck governor, who had been so roughly repudiated by the election of these same legislators.

Governor Gruening had the privilege of addressing the legislature, and he made the most of it, for *90 pages*. His remarks were rated conciliatory, certainly more so than had been expected by such men as Representative Gerrit Snyder, who was quoted: "We wanted to wipe out the whole kit and kaboodle. Now it will be hard to do our best job with a holdover Democratic governor."

Coolness of the Eisenhower administration toward Alaska statehood under such terms as those proposed by the Gruening-Bartlett plans of the past was another burning point. Secretary of the Interior McKay has indicated that he will not support a statehood measure which does not provide the means by which the state can exist. Previous proposals have limited the prospective state to ownership of only from 5 to 7% of the land area of Alaska. The balance would remain under Federal control.

Congressional Delegate E. L. Bartlett, addressing the Alaska legislature early in the session, said that he proposed to get over this problem by providing a $50,000,000 outright cash grant or "dowry" from Congress to the new state.

Bitter controversy boiled in Juneau over the prospective governor. Frank Heintzleman, regional forester, seemed to have the job pretty well in the bag when the Republican central committee declined to go along with the selection. Meeting at Juneau during the legislature, this committee finally voted its endorsement of Robert C. Reeve as governor. Mr. Reeve, who had been the Republican nominee for Delegate to Congress, last fall lost a close race to E. L. Bartlett. He waged a rough-and-ready campaign which was featured by his vigorous attack upon policies which were permitting the Japanese to return to the salmon and crab fisheries off the Aleutian Islands.

Tuna Tariff Proposal In Congress Again

Optimistic that eventually their industry will be given adequate protection from ever-increasing imports California tuna fishermen and packers believe that relief will come from the new administration.

Rep. Hubert Scudder, (R.-Calif.) has introuced HR-93, which seeks to impose a 5c per lb. duty on all raw tuna and tuna-like fishes.

The Congressman has also introduced a bill to extend the expiring reciprocal trade agreements act for two years. It would also require the President to get congressional approval before negotiating concessions below a "peril point" established by the U. S. Tariff Commission.

Scudder has produced a study showing "we are the lowest tariff country in the world," with all imports averaging only 5½%, against our nearest neighbor, Mexico's 22.5% and varying imports averages in between.

What the Congressman aims to do is reverse present tariff-making procedures by establishing "peril points" before new tariffs are established. The Southern California fishing industry has been one of the chief critics of the present tariff system on grounds it offers little or no protection to domestic enterprises.

1952-3 Sardine Take Reaches Only 3,320 Tons

California experienced its worst sardine fishing season since official records were first kept 37 years ago. The total 1952-3 landings were 3,320 tons, as compared to the previous low of 130,000 tons during the 1947-8 season.

Total catch by the fleet concentrated at Los Angeles Harbor for this season, ending, Feb. 2, amount to 3,027 tons. The end-of-the-season price for raw material was $80 per ton. Total California pack was just over 70,000 cases.

Joe Penacho has installed a Wood Freeman Metal Marine pilot on his clipper **Charlene** out of San Diego.

THEY SPARKED THE REVIVAL OF NATIONAL CANNED SALMON WEEK

Members of the committee, which planned and put-over the 1953 revival of National Canned Salmon Week Feb. 18-25, as they consulted with Emma States, director of Pacific Kitchens, Seattle, over salmon dishes, testing some of the recipes distributed in the course of the nation-wide promotion. From the left, committee members are: E. B. McGovern of McGovern & McGovern; Walter P. Shiel of W. P. Shiel & Co.; Fred A. Gosse, F. A. Gosse Co.; James Stephens, Oceanic Sales Co.; L. A. Petersen, New England Fish Co., chairman; Walter Meredith, Kelley-Clarke Co.; E. O. Paup, P. E. Harris Co.

Salmon Canners Launch 5-Year Product Promotion

Decision to embark upon a five-year publicity program for canned salmon was reached in February by packers representing 81% of the American pack of canned salmon, basis of the 1952 output.

At presstime a non-profit corporation, Canned Salmon, Inc., had been formed to handle the undertaking; and counsel was drawing the formal contract, general terms of which had been agreed to at the meeting when definite decision was reached to embark upon the project.

The action brought to fruition months of work on the part of a temporary committee headed by Vance Sutter, president of the Association of Pacific Fisheries and of the Fidalgo Island Packing Co., and including Guy V. Graham, vice president, Libby, McNeill & Libby; H. B. Friele, president, Nakat Packing Corporation; T. F. Sandoz, president, Columbia River Packers Association; John Plancich, manager, Fishermen's Packing Corporation; E. O. Paup, vice president, P. E. Harris Co.; Aubin Barthold, president, Alaska Packers Association, Harald Synnestvedt, president, New England Fish Co.; E. E. Willkie, president, Pacific American Fisheries.

The participating packers by resolution made this committee permanent and directed that the membership be doubled to a maximum of 18, of whom six should retire each year in order to provide rotation of responsibility.

It was also directed that the additional membership be selected with a view to giving comprehensive representation geographically, and to the inclusion of both large and small operators in well-balanced proportion.

Selection of the membership of the larger permanent committee was the next step to be taken as this issue went to press. This would be followed by completion of the actual contract form and its signature. This is considered a formality as very definite commitments have already been made.

Following signature of the contracts, an agency to handle the program will be selected and an immediate start made.

The initial fund is expected to approximate $183,000, being an assessment of 5c per case on a pack of 3,600,000 full cases in 1952.

Independent of the Canned Salmon, Inc., publicity program in fundamental sponsorship, but related to it intimately in purpose, the National Canned Salmon Week program which introduced Lent from Feb. 18 to 25 clicked like a Geiger counter in the heart of the Hanford Works.

As nearly as could be appraised at presstime, this promotional effort of the primary market brokers and packers sales department was truly effective in furthering the sales of salmon, and in bringing this favorite fish forcefully to the attenion of the consumer.

The Canned Salmon Week idea seemed to catch the trade in a responsive mood, and attracted support in volume and character which was most gratifying to its sponsors.

"Westgate California," New Name of Merged Firm

Westgate California Tuna Packing Company is the new name for the former Westgate-Sun Harbor Company, according to an announcement by James B. Lane, president of the firm packing "Breast O' Chicken" brand canned tuna.

S.F. Ships Herring By Truck to L.A.

No less than 700 tons of herring were trucked to Los Angeles Harbor canneries in January, to offset the lack of small fish in offshore waters to provide material for animal food. Most of the fish came from San Francisco.

she's trawler / troller / crabber all in one!

repowered to pay bigger returns

by a P&H MARINE DIESEL 2-Cycle

P&H Marine Diesel Model 687CM. 138 h.p. at 1400 r.p.m.

There's nothing routine about the fishing job of "North Head"! She's trawler, one day! Troller the next! Then crabber. Working out of Eureka, California, she leads a busy life keeping her owner's famous restaurant, "Spenger's Fish Grotto", abundantly supplied with fresh sea food.

You can be sure that *fast* trips and *steady* fishing are important here. That's why "North Head" has been repowered with a 6-cylinder, P&H Marine Diesel! *This* engine is master of the job in every way: It's more powerful for its size... has more modern 2-cycle design. It's dependable all the way... from slow idle to wide open. P&H's experience in designing for the toughest diesel service known assures it! And it has an operating economy that turns fuel-buying dollars into greater fishing profit.

Benefit from all the engineering advancements of a P&H Marine Diesel. Models from 40 to 138 h.p., 2, 3, 4 and 6 cylinders. See your P&H representative for all the facts. Or write us.

P&H DIESEL ENGINE DIVISION
HARNISCHFEGER CORPORATION
CRYSTAL LAKE • ILLINOIS

Fishing is tough on engines. Eventually parts need replacing. When that time comes, it's a far faster and easier job with a P&H! For example, you can replace a complete cylinder assembly—head, liner, piston and rod—as a single unit in just 40 minutes. And you don't have to drop the oil pan!

ENGINE SALES & SERVICE
Los Angeles, Calif.

MARINE & INDUSTRIAL POWER, INC.
San Diego, Calif.

PARKER DIESEL ENGINEERING CO
Oakland, Calif.

WESTERN ACE—

A Winning Card in Any Hand

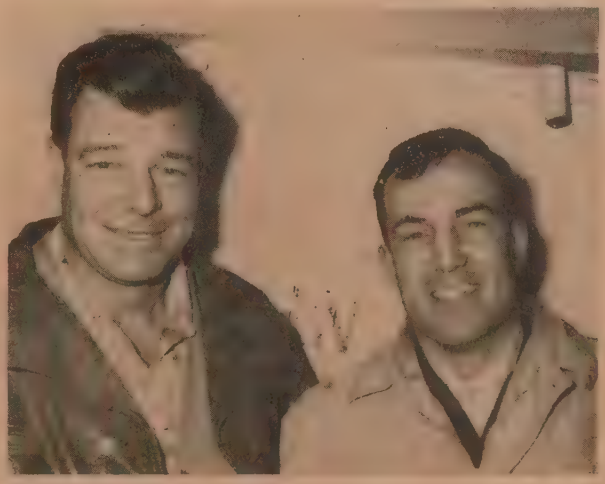
STANDARDS of size and capacity in tuna clippers were extended and raised early this spring when *Western Ace,* the twelfth vessel in the Western Boatbuilding Co. fleet, set-out from Tacoma on her maiden trip.

Although she is a tuna clipper in every outward aspect, as well as in her equipment and arrangement, *Western Ace* originally was *ATR 62.* Knowing this, the reader may ask: "How then can she set new standards of size and capacity? There are other ATRs fishing tuna."

That is true, but *Western Ace* has been lengthened 4' to 169' by the construction of a new, flaring, forward-raking bow. Furthermore, when James F. Petrich, naval architect for Western Boat Building Co., planned her conversion from the role of an ATR—Fleet Rescue Tug—he planned into her 16 wells below decks and five refrigerated tanks above, to give her carrying capacity of 630 tons of frozen tuna. This is believed to be larger by 50 or 60 tons than that of any other clipper in the fleet, according to Hervey Petrich, another of the five Petrich brothers — Jack, Allen, Martin Jr., Hervey and Jim — who with their father, Martin Petrich, compose Western Boat Building Co.

Western Ace is truly a tuna clipper, with every qualification for that specialized service. She not only *looks* like a clipper, she trims like a clipper, takes, freezes and carries her fish like a clipper.

But she has proven herself some-



Theirs the responsibility for *Western Ace.* Left, Capt. Ralph McCabe, master; and James F. Petrich, naval architect for Western Boat Building Co., who planned her conversion.

WESTERN ACE
Takes the Trick!

Sets new standards of size and capacity in tuna clippers—
Achieves versatility unmatched — for *Western Ace* served
successfully in the Bering Sea freezership trade for salmon
in 1952.

Now, completed as the largest tuna clipper of them all, she
joins the fleet built by the Western Boat Building Co., as the
newest member in a famous family of Boats—

A Family of Boats, built by a family—Martin Petrich and his
five sons.

WESTERN ACE

LENGTH: 169′ (converted ATR hull)
CAPACITY: 630 tons of tuna
POWER: 1,600 hp Fairbanks-Morse
AUXILIARIES: 5 General Motors
REFRIGERATION: York
BAIT: 6 tanks; 6 wells
FUEL: 38,000 gals. in permanent tanks; 50,000 gals. in cargo wells.
STEERING: Sperry automatic
SOUNDERS: 2 recorders, 1 indicator
RADAR: SO-1 modified
TENDERS: Two 18′ Western Fairliners, 1 with depth-sounding gear

WESTERN BOAT BUILDING COMPANY

2505 EAST 11th STREET **TACOMA ★ WASHINGTON** **BRoadway 427**

hing else as well. Her first duty in he fisheries was as a Bristol Bay salnon freezership, a service in which he operated successfully in 1952 in a oint venture of the Western Boat Building Co. with the American Packng Co. of Anacortes, Wash. The latter firm furnished the 10 modern gillet boats—Western-built—which the essel carried north and back.

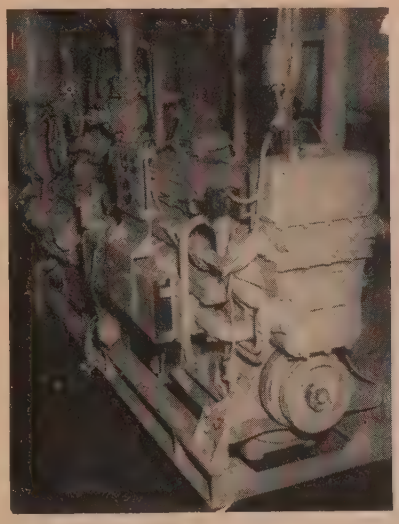
Whether she will engage in the reezership service again has not been lecided. Right now she's tuna fishing. Whether she will turn to salmon reezing again depends upon developnents—but her owners know that she's a versatile as well as a capacious vessel, and that she can earn a share in Bering Sea as well as on the Equator.

On the bridge of *Western Ace*, from the left—Martin Petrich Jr., Western Boat Building Co. general superintendent; Capt. Ralph McCabe; Mate Tony Goulart; Hervey Petrich, fleet manager, Western Boat Building Co.

New Bow Changes Appearance Completely

Western Ace differs from other ATR conversions fundamentally in apearance, cargo capacity, bait capacity and fuel capacity.

Outwardly, the lines of the ATR have been almost entirely erased in the conversion. The house is truly tuna clipper type; the steel house of the original vessel being replaced entirely on the two upper decks by a wooden structure with a T-type pilot house, and interior passage to all points. One can go from any part of the vessel to any other without going on deck.



Direct G.M. diesel drive is employed on *Western Ace's* two main 12 - cylinder refrigeration compressors, as shown here. A third compressor, 4-cylinders, is electric motor driven.

Most sweeping change in appearance is at the bow. *Western Ace* has nothing of the bluff bow and broken-nose stem characteristic of the ATR. Instead, she has a broadly flaring bow and a forward-raking stem virtually identical with the lines of the *Mary E. Petrich* forward.

Jim Petrich worked this out thus: frames were dapped into the original planking to build-out the flared bow; and the new planking was laid over these outer frames. So cleverly was this done that the junction of the new planking with the old can scarcely be detected beneath the Parker paint with which the craft is finished. From the original hawse plates forward, the new bow is built of steel, conforming to the flare of the new planking, and also raking forward beyond the original stem. This steel bow structure springs from the forefoot a little below the waterline. Position of the hawse pipes was not changed, anchors fitting into recesses around the hawse holes.

Net result is this: greatly improved appearance; a foredeck widened by six feet by the 3′ flare on either hand; addition of 4′ to the overall length of the vessel as result of the raking bow.

Lower engineroom of *Western Ace*, looking aft along the starboard side of the great Fairbanks-Morse opposed-piston diesel whose 1,600 hp. drives this—for now—largest of all clippers.

630 Tons Capacity

Cargo capacity of the vessel is figured at 630 tons of refrigerated tuna, carried in 16 wells below decks and 5 refrigerated deck tanks. This capacity is believed to exceed that of any other tuna vessel by at least 50 tons.

Furthermore, bait capacity of *Western Ace* is extreme. Six of the wells in her hold are fitted for carrying bait as well as cargo; and she has six bait boxes on deck. All of the latter save the stern bait tank are also refrigerated for cargo.

Six bait tanks on deck is a departure. The usual number is three. On the great after deck of *Western Ace* there is room for four, and two

Ray Thomassen, owner and operator of the "Shirley." Powered by a 105-hp Cummins diesel, the "Shirley" has a 42 x 27 wheel, Monel propeller shaft, shaft coupling bolts, and stern bearing lag bolts. Built by the Sagstad Shipyards in Seattle, Washington, she plows one of the most rugged fishing grounds in the world.

Where

rough weather requires a tough metal

..he chooses Monel

Experienced Alaskan fisherman Ray Thomassen prefers Monel® for his trim ship "Shirley"... approaching port... or plowing through heavy seas.

She's a 48-footer, built by the Sagstad Shipyards of Seattle, Washington, and her area of operation, out of Petersburg, Alaska, is one of the most treacherous in the world.

Here, heavy storms (151 inches of rain annually), generally low temperatures and rugged shoreline make fishing hazardous.

No wonder then, to overcome the added difficulties that metal failures could cause, Mr. Thomassen (and many others here and in other climates) prefer Seagoin' Monel for shafts, hull fastenings, and other important equipment.

Why Monel? Because, as experienced fishermen, owners and operators, they have seen tough Monel withstand harsh treatment. They know that Monel's high resistance to corrosion means longer, more dependable service life. And they believe in Monel because for more than 40 years it has been first choice for marine installations.

Although present N.P.A. regulations prohibit use of Monel in pleasure craft, its use in vessels of the merchant marine, in workboats, and bona-fide commercial sea food fishing craft. Due to defense use of nickel alloys, it is wise to order well in advance of boatyard work schedules.

THE INTERNATIONAL NICKEL COMPANY, INC.
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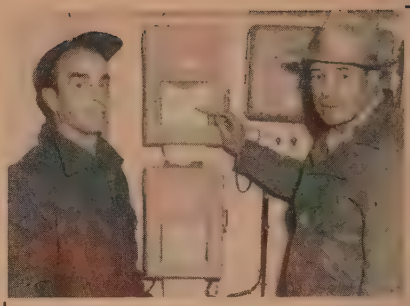
Monel INCO

"...It's the Seagoin'® metal"



THE 2500 FATHOM EKOLITE DEPTH RECORDER

This recorder will operate to great depths indicating ocean floor contour and fishing areas.

Rugged construction for continuous service. Easily installed. New type oscillator for clear, sharp signal recording clearly at depths beyond normal range.

THE 2-SPEED EKOLITE DEPTH RECORDER

Ideal for work in shallower waters, locating bait and for navigating purposes. One foot to 530 feet or one fathom to 330 fathoms with a clear picture of the bottom.

Recorder unit is portable and can be quickly mounted in either wheel house or tender.

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Seattle 9, Washington

Best way to check on coastal weather reports

Ship telephone service links ships and coastal craft at sea, and connects them with telephones on land and all across the nation. Ship-shore calls mean more business, more safety and comfort at sea for those who enjoy this valuable telephone service. If you'd like information on how ship-shore can serve you, just call or write to Pacific Telephone in your nearest large port city. We'll be glad to send you our free booklet.

Pacific Telephone

nore are built into the after end of he deck house, immediately abaft he galley.

Mechanical Equipment Follows Modern Practice

Bait water is supplied by the system which Jim Petrich pioneered in the *Mary E. Petrich,* eliminating bait pumps as such and depending upon oversized circulating pumps with seawater suction to supply the bait water when wells and tanks are being used for bait. These same pumps are valved to handle circulation and transfer of refrigerated brine in the cargo phase of operation. The combination bait-and-brine pumps are Jacuzzis, 5 by 4", each driven by a 7½-ho. U. S. motor.

The shaft alley in which the bait-and-brine pumps are located is an extraordinary one, being "two-story" arrangement. The height is so great that a catwalk runs overhead, giving access to the shaft alley at the level of the upper engineroom.

Main engine is a Fairbanks-Morse opposed-piston diesel engine developing approximately 1,600 hp. at normal speed; an engine of the same type that has proven so satisfactory in powering other vessels of the super-clipper class.

Auxiliary power is provided by five other diesels—all General Motors. Two of these G.M. diesels drive 100-kw. generators; while a third turns a 60-kw. generator.

Part of the crew of *Western Ace:* left to right—Capt. Ralph McCabe, Paul Jamerson, Howard Bowers, Cook Tom Close, Tony Goulart, Enrique Salazar, Richard Morales (partly obscured), and Stanley Bryant.

A pair of 671 "jimmies" are direct connected to the principal compressors.

These are two 12-cylinder Yorks of the vertical-and-V type, turned at 1,200 rpm. The direct-drive hook-up is one which has been employed successfully on some of the salmon freezerships. A third York compressor, four cylinders, is driven by a 40-hp. electric motor in a space-saving vertical installation.

Fuel Capacity Enormous

Fuel bunkerage is a feature of *Western Ace* which will give her virtually unlimited range without the necessity of high-cost refueling in foreign ports. Beside the usual tanks, Jim Petrich placed a new permanent fuel tank forward of the engineroom; and another in the extreme stern, giving four aft and two forward. (These fuel tanks with the 16 wells and 6 bait tanks give flexibility in trimming which will enable her chief engineer to put *Western Ace* into any trim—for fishing or running—promptly and with precision.)

Fuel bunkerage is 38,000 gals. in permanent tanks; with 50,000 gals. more readily available in cargo wells fitted for fuel. If desired, a second 50,000 gals. of temporary bunkerage can also be provided in the cargo wells. *Western Ace* bunkered with General Petroleum fuel and took Socony-Vacuum lube oils also.

Looking aft along the lower level of the *Western Ace* shaft alley. Note the upper-level catwalk supported by brackets along the right side to give a two-story shaft alley. Pumps are 4 by 5, with 7½ hp. motors. Under the "Petrich system" here employed, specialized bait pumps are eliminated and these pumps handle bait water supply as well as brine circulation.

10 Gillnetters Carried

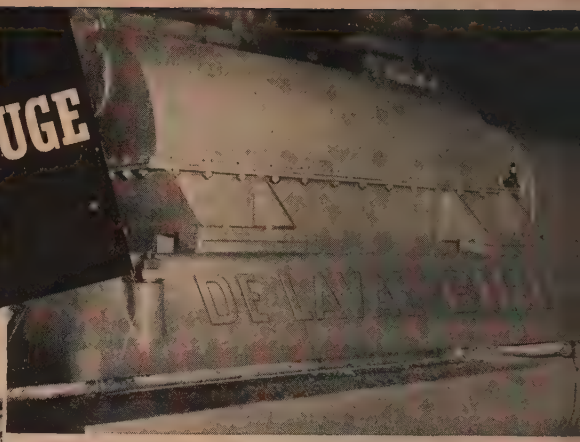
When *Western Ace* went North last spring as a freezership she carried 10 gillnet boats, each 30′, on deck. When she went tuna fishing she had four small craft aboard. These were: two Western Fairliner tuna tenders, powered with Chrysler "Crown" motors; one 18′ skiff; one 12′ skiff; and in addition two "bait receivers," knockdown live boxes faired for towing, into which bait taken in shallow water is transferred for towing to the clipper. To be added on later trips is a Piper cub observation plane.

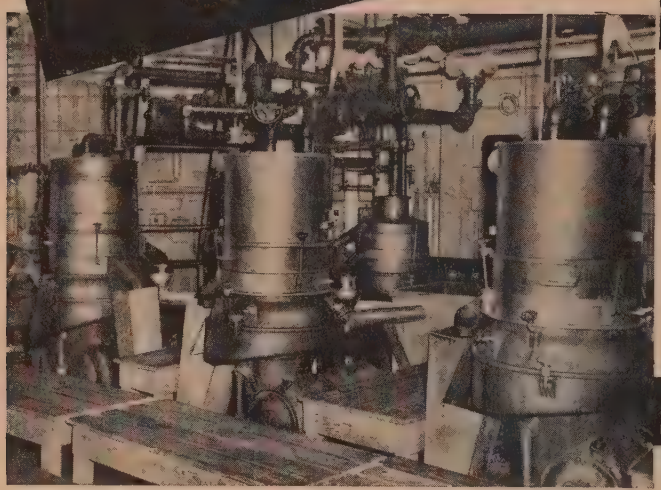
Accommodation requirements for service as a salmon freezership call for quarters for 39 men aboard *Western Ace,* but in her tuna fishing operations she will carry a crew of from 16 to 18 men. Nevertheless, excellent accommodations for the full complement of 39 are provided. Messroom will seat 20 men at a sitting in complete comfort.

Cargo handling facilities are distinctive. There are two masts, that forward for instruments and lights. Mainmast has *two* cargo booms, one on either hand. Moreover, they are rigged so they may be passed below the shrouds and thus either boom can work cargo from hatches fore or aft.

Western Ace went tuna fishing in command of Capt. Ralph McCabe, an experienced fisherman, who found her

ONE DE LAVAL-BIRD MEAL RECOVERY CENTRIFUGE IS ALL YOU NEED!





Use one De Laval-Bird Meal Recovery Centrifuge i place of 3 or 4 smaller centrifuges. They are avail able in sizes capable of handling 3,000, 6,000 an up to 10,000 gallons per hour of press liquor. The save space, reduce initial and maintenance costs They achieve maximum recovery of high protei fish meal of low oil content. Hence, for the use they yield maximum profits per dollar invested

THE DE LAVAL SEPARATOR COMPANY
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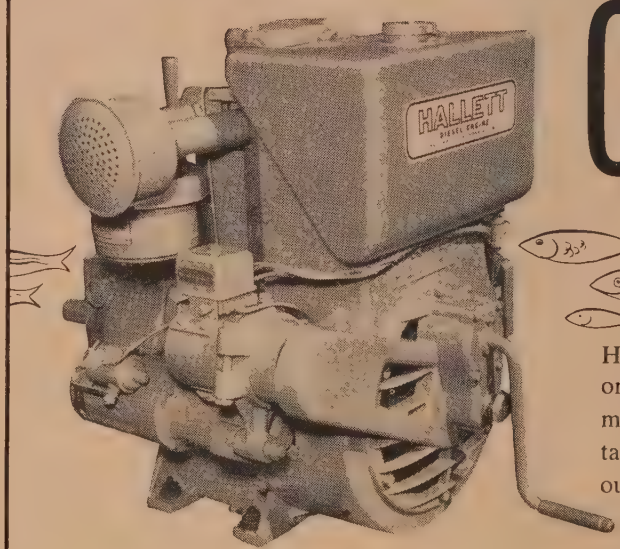
DE LAVAL
FISH OIL SEPARATORS

compact



Hallett Diesels are the most compact power plants—only 24″ high, 14½″ long, 18″ extreme length over muffler, and extreme length over crank and power take off shafts 26⅝″—5 full shaft BHP with continuous operation—7 shaft BHP for intermittent operation. Other Hallett Diesels to 18 HP. Write today and find out why compact Hallett Diesels will do a better job for you.

HALLETT MANUFACTURING COMPANY
World's Finest Low Horsepower Diesel Engines
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that a fisherman could ask. He es particular pride in her instru- ntation. Steering is handled by a rry magnetic compass pilot with note controller which permits the ster to handle his big clipper from point on the bridge by simple ling of a control knob. She'll hold et course also. The Sperry gyro pass with which she was equipped a fleet rescue tug is retained as a ster compass, but without the ering function.

There are *three* echo sounders ard, two being recording Eko- s. One of these has a range *2,500 fathoms,* believed to be the greatest sounding capacity yet installed on a clipper. The other recorder works to 500 fathoms, with instant conversion to 500'. This instrument is equipped so it can be detached from the pilothouse wall and immediately installed in one of the tenders for use in detecting and fishing bait. The Ecolite installation was made on *Western Ace* by Francis Brink, sales engineer, Prothero Sales Co.

To provide shallow water sounding when this instrument is employed aboard the tender, a Fathometer with 250 fathoms — 250 feet capacity is provided.

There is also an inter-com system; a radar set; and two radiophones.

With *Western Ace* at sea on her first trip for tuna the fishing fleet of the Western Boat Building Co. numbers 12 vessels, including some of the largest in the trade. The company has been building fishing vessels at Tacoma for nearly half-a-century, from the earliest days of power in purse seiners. Martin Petrich has brought the business along, and has taught boat building to his sons. They carry-on, and he with them, for he still is active, still is the leader in the business he built as he builds his boats—soundly.

"We Need to Know"—

UNA has become one of mankind's great food re- sources and, despite the extraordinary extent to which demand upon that resource has increased, Man now n note no sign of depletion—but Man knows little of the nas.

True, the classical means of detecting depletion—so as they can be applied in Man's scant knowledge of e tuna — give no indication of falling abundance, of lure of the tuna population to sustain itself; but an's knowledge of the tunas is a sketchy thing. We ow so little that we cannot say with certainty that the ssical concepts of biology apply to the tunas as ac- rately as they do to the fishes with which we are tter acquainted.

Our needs for knowledge—and the knowledge of which have need—are set forth understandably by Dr. Milner Schaefer, director of investigations, in the report of e Inter-American Tropical Tuna Commission just blished.

This man, who more than any other is charged with e task of filling-in the enormous voids in our knowledge the tunas, briefs the things we need to know in these ords:

"It is of primary importance that we compile and alyze statistics of catch, localities of fishing, and other lated information in order to measure changes of undance and yield of the tuna and bait fisheries in sponse to the increased fishing intensity and increased ea of exploitation as the fishery has grown.

"We cannot adequately interpret such data, however, in terms of the dynamics of the pupulations of tunas and bait fishes concerned without a good working knowledge of the life history and ecology (relation to environment) of each species, and rather precise quantitative measurements of important aspects of their biology and behavior.

"We must know whether we are dealing with a single widespread stock of each species or a number of independent or semi-independent stocks. In the latter case, we require measurements of rate and degree of migration between them.

"We need to know about the ways of life of the tunas and bait fishes. For example, we need to know (a) how the fish grow and at what ages they enter the fishery;

(b) whether the adult stock is entirely available to the fishery or migrates in whole or in part out of the particular surface waters presently fished;

(c) At what ages and sizes, and in what places and over what season the fish spawn;

(d) How their schooling and feeding habits change with age and season.

"We need to know how these and other important aspects of their lives and behavior vary in response to changes in space and time of the circulation (currents) and of other factors of the oceanic environment.

"We need particularly to determine rates of growth, recruitment, and mortality from natural causes of each stock at different population levels, and the rates of mortality produced by fisheries of various intensities."

acific Congressmen Hold ishery-Important Posts

There are four Pacific Coast ngressmen on the Merchant Marine d Fisheries Committee of the new tional House of Representatives.

Thor C. Tollefson of Washington is cond-ranking Republican on the mmittee; with his colleague John J. llen Jr. of California ranking next him. This has been an effective am on this committee for a good any years.

The third Pacific state also has a ace on the committee, which this ssion includes Congressman Walter orblad of Oregon. Hailing from Astoria, he's regarded as a "natural" for the post.

On the minority side, Washington's new Congressman-at-Large Don Magnuson has membership on this important-to-fisheries committee.

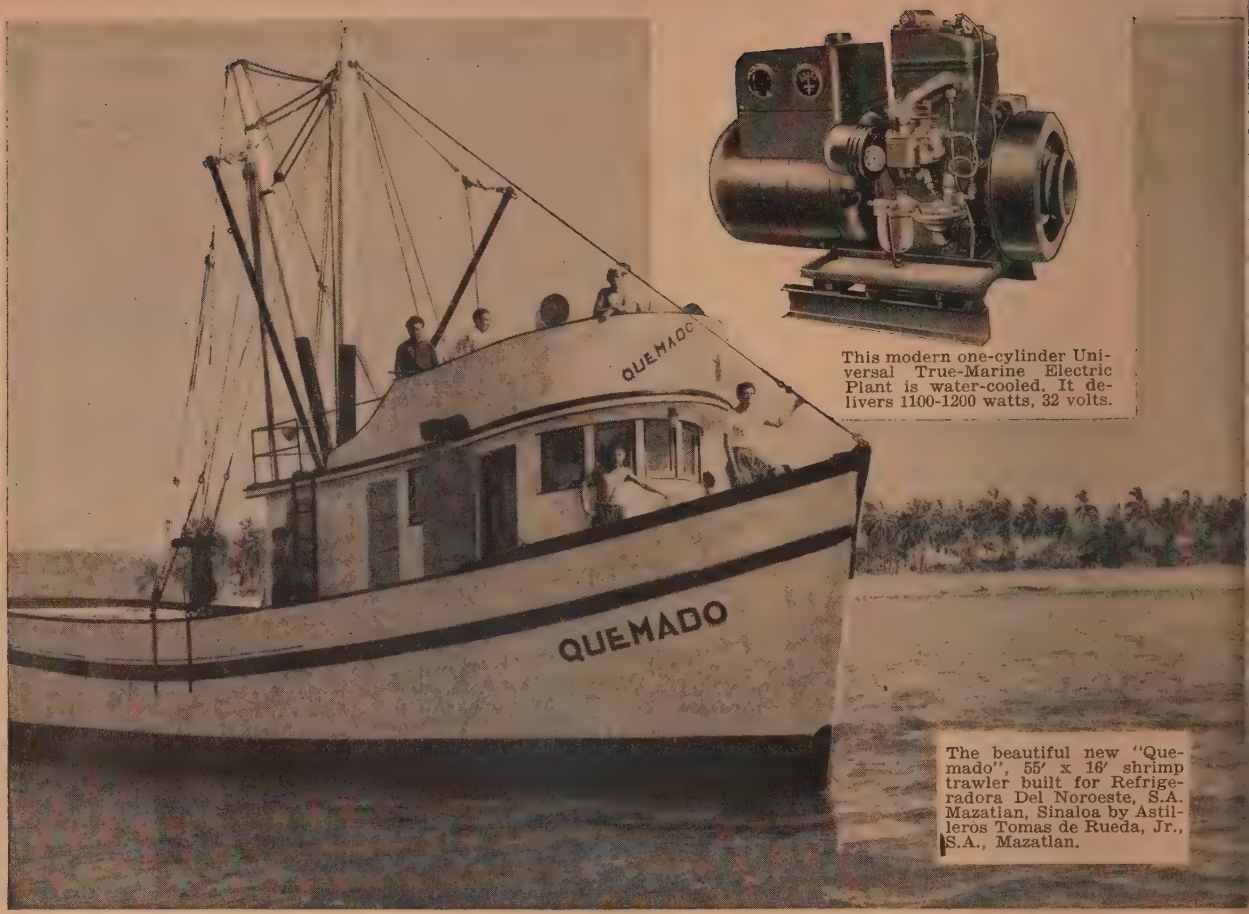
House Committee on Interior and Insular Affairs, which passes on legislation affecting Alaska statehood and the Trust Territories, includes Congressmen Jack Westland of Washington; and on the Democratic side Clair Engle of California — ranking minority member — and Samuel W. Yorty of the same state.

Donald L. Jackson of California is a member of the House Committee on Foreign Affairs.

Herrington Talks Crab With Bering Sea Group

William C. Herrington, special assistant for fisheries and wildlife in the office of the Undersecretary of State, conferred late in January in Seattle with operators interested in the Bering Sea and Alaska King crab fishery. He made the trip north after attending a meeting of the Inter-American Tropical Tuna Commission in Southern California, and returned immediately to Washington.

With the King crab operators Mr. Herrington discussed freely the prospects for 1953, when the Japanese are certain again to enter the Bering Sea crab field.



This modern one-cylinder Universal True-Marine Electric Plant is water-cooled. It delivers 1100-1200 watts, 32 volts.

The beautiful new "Quemado", 55′ x 16′ shrimp trawler built for Refrigeradora Del Noroeste, S.A. Mazatlan, Sinaloa by Astilleros Tomas de Rueda, Jr., S.A., Mazatlan.

NEW Mexican SHRIMP Trawler has Universal True Marine Electric Plant

for dependable low-cost auxuliary power

The best of everything went into the building of "Quemado"—newest and finest addition to the Mexican fishing fleet.

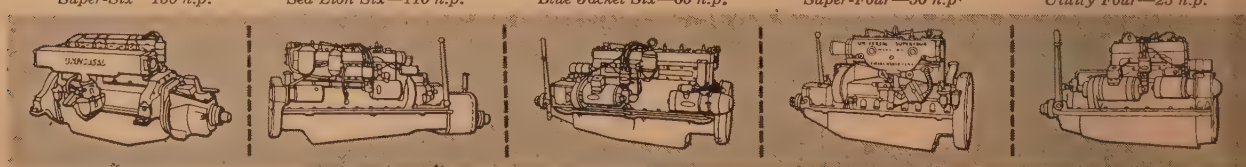
That's why a Universal True-Marine Electric Plant was chosen to provide auxiliary power! For, when it comes to dependable, low-cost sea service, Universal can't be matched. They are small for their big capacity . . . safer to operate. They are engineered for easy installation and easy maintenance. And, as for long-lasting service, thousands of Universal Electric plants over ten years old are still in active service the world over!

Universal True-Marine Electric Plants are built in sizes and types for all boats. Models range from 250 watts up to 35 KW, one to six cylinders. They are built by marine specialists—are backed up by Universal's more than 50 years of 100% Marine Motor experience.

Write for full information on the complete Universal line of True-Marine Electric Plants, or see your Universal dealer.

Universal is the World's largest builder of 100% Marine Motors. These are only a few of the many models from 8 to 145 horsepower. Ask for literature.

Super-Six—130 h.p. *Sea Lion Six—110 h.p.* *Blue Jacket Six—60 h.p.* *Super-Four—50 h.p.* *Utility Four—25 h.p.*



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PACIFIC Fisherman's NEWS

MARCH 1953

Oregon Trawl Mesh Plan Put Up to Industry

Oregon proposals for application of the minimum trawl mesh recommendations of the Pacific Marine Fisheries Commission were discussed with the trawl fleet this winter by Arnie J. Suomela, Oregon director, and member of the fish commission's biological staff.

Drag fishermen found a good deal to object to about the details of the program, but did not oppose it in principle.

As originally outlined, and subject to modification after consultation with the industry, the program called for a mesh with a minimum of 4½" *inside knots* on trawls used for fish other than ocean perch or shrimp. The minimum mesh rule would not be enforced on cod-ends for a year; and on other web for two years. This is to permit the fishermen to use-up web already on hand.

To provide smaller mesh for taking ocean perch, it is proposed that where a boat carries a net of smaller than 4½" mesh 80% of her catch must consist of ocean perch.

The fishermen protested that this would force them to break a trip if ocean perch were sought and not found. There was objection also to commonly employed means of determining the mesh size between knots.

While trawl fishermen found a good many points at which they did not agree with the offered program, they did not object to its general principles; and generally were strongly in favor of permitting escapement of the undersized and unmarketable fish in order better to sustain the stock.

Cooperative Contract Ups Skipjack Price for 1953

The American Tunaboat Association, under the general managership of Harold F. Cary, began officially operating as a cooperative on January 9, when agreements were signed with French Sardine Co. and Van Camp Sea Food Co. on raw-prices and operating conditions of the Southern California tuna clipper fleet, as represented in ATA membership.

Raw price agreed on was: Yellowfin and Big-Eye Tuna, $320 per ton; Skipjack, $280. The former price prevailed throughout 1952, but the Skipjack figure represents a $20 per ton increase, which became effective with departure of ATA member vessels following signing of the contract.

Each hook-and-liner within the cooperative is permitted to bring-in and sell during 1953 a total of 300% of the capacity tonnage of the vessel as follows: 6% in the months of January, February, March, April and May; 12% in June, July, August, September and October; 5% in November and December. The monthly specified percentages may change, but no canner is required to accept delivery in excess of 15% in any one month.

Eliminating the much - disputed "slow-down" in unloading, canners now agree, each arriving clipper will be unloaded in order, and each vessel is to unload its fish daily. In cases of threatened spoilage or other emergency, unloading procedure may be changed. Present contract will expire at December 31, and thereafter from year to year on that date.

Off-Shore Vessel Operators Bid For Increased Prices

Higher fish prices are "in order," the membership of the Off-Shore Fishing Vessel Owners Association declared unanimously at the annual meeting of that organization recently.

This position was taken in a resolution which cited in support of the generalized demand for higher prices "increased price of gear, repairs and maintenance; and the gradually diminishing quantities of fish to be caught," according to review of the action by A. H. "Jess" Wright, managing secretary of the association.

Arthur J. Anderson of the trawler *Kincheloe* was elected president of the organization; with Ira Ludtke of the *Galaxy* vice president and Sverre Koppen of the *Tralee* treasurer. Elected as trustees were Fred Wolleson of the *Argo* and George Plummer, Warrenton crab fisherman.

SEINE TUNA PRICES SET

Vocal agreement to a tuna marketing agreement negotiated by the Fishermen's Cooperative Association has been given by French Sardine Co. and Van Camp Sea Food Co. The agreement states the prices of purse seine tuna thus: Yellowfin, $320 per ton; Skipjack, $280; Bluefin, $310; Yellowtail, $185; Bonito, $195.

Boats from the Cooperative are now leaving port under this agreement.

"BLACK LIGHT" COMPASS

Van Camp's White Star, 104-foot "research" boat of Los Angeles Harbor, has a new-type compass aboard, developed by a World War II amputee, Chuck Grant. He paints a compass with fluorescent paint and then installs a black light source over it. At night the compass glows in various colors in the dark: north is red, south, yellow, etc.

THEY TAKE CARE OF THE DEAD ONES

Cader Bros. Tallow and Soap Company recently opened a new plant near Eureka, for the production of fertilizer from fish waste and crab shells. The plant also will process the carcasses of dead animals of all types in the future. The company, headed by Arthur J. Cader, also operates a similar plant at Petaluma, California.

NEFCO TENDER REPAIRED

The New England Fish Company cannery tender *W. B. Starr* which has been stationed at their Kalama plant for the past few seasons, was considerably damaged by fire this fall and has been repaired at the Warrenton Boat Yards, where the Salmis have built a new pilot house and deck and completed refurbishings.

STANDARD ENGINEER'S REPORT

DATA

LUBRICANT	RPM Gear Lubricant
UNIT	Fishing boat – "Jimmy Boy" transmission & differentials
OPERATION	Hoisting nets
CONDITIONS	Heavy drag on gears, salt water
OWNER	Frank Iacono, San Pedro, Calif.

Wear cut in net-hoist gears under tough conditions

THIS GEAR ASSEMBLY, lubricated with RPM Gear Lubricant, is used to operate the net-hoist on the Fish Boat, Jimmy Boy, owned by Frank Iacono, San Pedro, Calif. Located under the deck, the gear case is often completely surrounded by wet fish and dripping salt water. Since using RPM Gear Lubricant, however, there has been no appreciable gear or bearing wear of any kind.

THE JIMMY BOY is 37½ feet long with a 12 foot beam and is powered by a 3 cyl. GMC diesel. She fishes at night, mostly for mackerel and sardines.

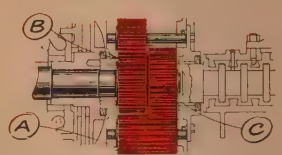
HAULING IN SEVERAL TONS of fish every night is the job of this gurdy, here demonstrated by Mr. Iacono, who says, "We use RPM Gear Lubricant in both our net-hoist gears and the transmission on our engine, and never have trouble of any kind." Lubricant in the hoist gear assembly is changed about every six months. Rollers are used to help keep nets clear of gunwale.

REMARKS: Because RPM Gear Lubricant has very high oiliness qualities and stability, provides a tough lubricating film, it is especially valuable for the lubrication of all conventional gears in all types of installations. It is also recommended for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

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PACIFIC FISHERMAN'S NEWS

March, 1953 Volume 51, Number 4

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ADVERTISING: Complete plates only should be sent to the Publishing Office at Los Angeles . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

Nine San Diego Boats Ship New Sounders

Nine small San Diego fishing boats have recently added Raytheon Manufacturing Company Fathometers to their equipment: *H. M.*, Harry Mann; *Angat*, Clarence Eaton; *Sherry*, Tom Rose; *Seven C's*, C. C. Miller; *Sarita*, Emil Sigler; *Carolyn B*, Howard Barnard; *Betsy Ann*, Spade Burns; *Nina Ann*, Frank Navarra; *St. Agnes*, Ernest Lapeck. This last boat sank on her first trip south for the season.

All sales of this equipment were made by Nuttall-Styris Company of San Diego.

SANTA BARBARA SOUNDERS

The boats *Quo Vadis* and *Alpino* out of Santa Barbara are fishing with Raytheon Manufacturing Co. "Fathometers," installed by John Wright & Sons of the southern port.

Snapped at the annual dinner dance of the Lower California Fisheries Association, held at the San Diego Club in January. Top, J. J. Camillo and family: Lt. and Mrs. F. Dupont (a daughter), Mrs. Camillo, Joe, daughter Barbara, Barry Taylor, Virginia Evans and Maurice Camillo. Julius Zolezzi celebrated his 65th birthday at the dinner. The second picture shows John Zolezzi, "Lone Wolf," and his wife; Julius and Mrs. Julius; John Zolezzi, Jr., "Lone Wolf" skipper, and his wife. Third, Louis and Mrs. Massa, "St. Mary" and the "St. Mary's" skipper, Capt. and Mrs. John Zolezzi. Lower: Joe Basinger, "Cora Ann," and his wife; Mrs. Sam Meserve and Sam, "Trojan"; a guest and Fred and Mrs. Bregante, "Sunset."

"Leona B." Earns a Share with Bait

The *Leona B.* captained by Dick Francis, and one of the top Albacore boats out of San Pedro, turned to live bait fishing for Yellowfin in Mexican waters in 1952. In January the boat delivered around 6 tons; February, 24 tons Skipjack; April, 21 Yellowfin; in October, 6 Yellowfin, 13 Skipjack; and in December, 10 Yellowfin and 13 Skipjack. This is something fairly unique for such a boat as this, since most Yellowfin and Skipjack fishing is left to the purse seiners or the clipper fleet. Her fish were delivered to French Sardine Co.

Late Seining Rugged

The big purse seiner *Delores M* out of San Pedro gave up a losing battle against rough weather in Mexican tuna fishing and returned to port with only 18 tons aboard.

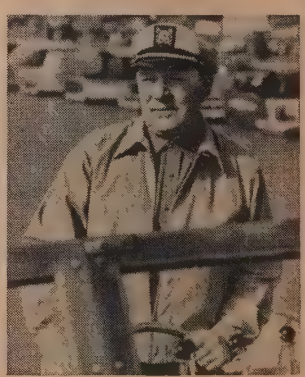
"Yvonne" Is Sold; Now Named "Manabi"

The San Diego tuna clipper *Yvonne*, owned by Van Camp Sea Food Company at San Diego, has been transferred to Morris T. Rankin who will operate her in southern waters, probably on a "stay-below" basis. Associciated with him is Dutch Babcock, chief engineer on the *American Lady* and interested in several clippers. Name of the clipper has been changed to *Manabi*.

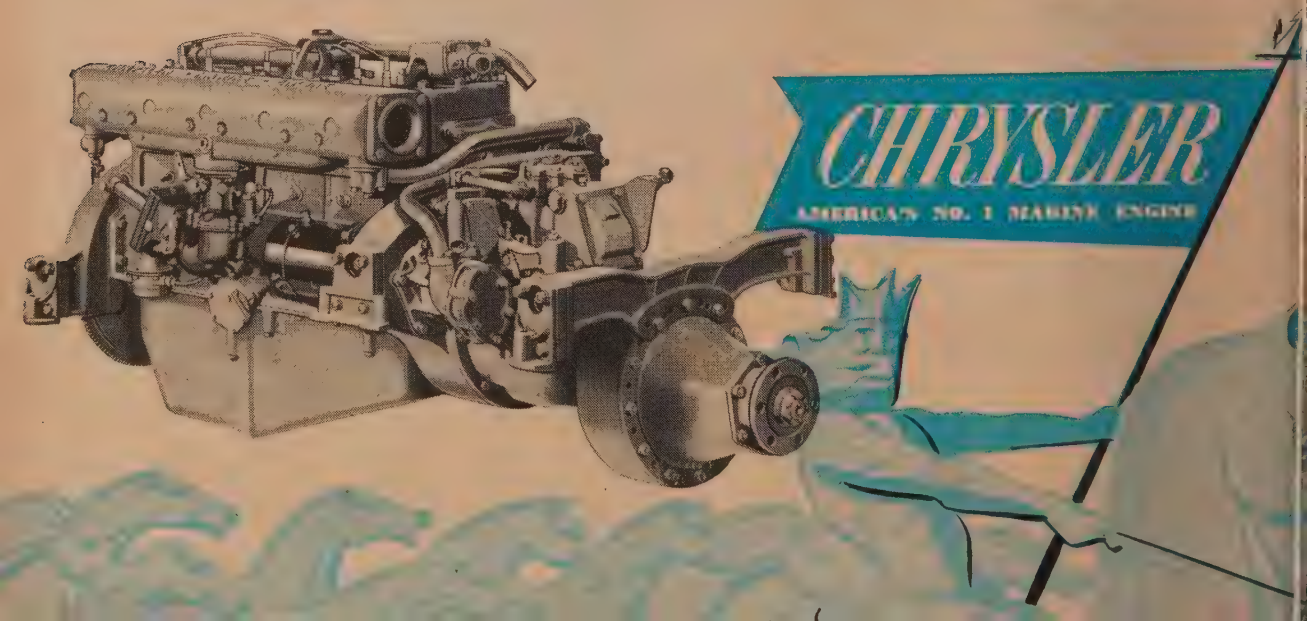
Naturally it's CHRYSLER

...for the *"Francisca"* of San Francisco

"Francisca" — 46-foot Wheeler Flying Bridge Cruiser built by Wheeler Yacht Company, New York, N.Y. Loren R. Emmick, San Francisco (below), owner of *"Francisca."*



THERE'S another pretty sight around San Francisco these days . . . Loren Emmick's new Wheeler Flying Bridge Cruiser, *Francisca*. Recently acquired, *Francisca* has the very latest and best in marine equipment—besides dual hydraulic controls, she has ship-to-shore radio telephone, radio direction finder and complete safety devices. And, naturally, *Francisca* has a pair of Chrysler engines, because, as Loren Emmick says, "Previously I had a 34 footer with two Chrysler Crowns. They were so efficient and trouble-free that it was only natural that I wouldn't have any other engines in *Francisca* . . . everyone knows they're the best without my saying so." A pair of Chrysler Royal Specials power *Francisca* and Loren Emmick reports that they more than measure up to his expectations. Chrysler Marine Power will give *you* complete satisfaction too. See the complete line of Chrysler Marine Engines at your dealer's now, or write us for catalog: Dept. 113, ***Marine Engine Division, Chrysler Corporation, Trenton, Michigan.***



.R.P.F.U. Not Seeking 4-Hour Weekly Closure

Statement in the January issue of *acific Fisherman* to the effect that e Columbia River Fishermen's Proctive Union was asking a 48-hour eekly closure in the spring season place of the present 24-hour closure as an error, resulting from confuon over a totally different proposal. This is pointed out to *PF* by Robert Hicks, executive secretary of the nion, who points out that the Columa River fishermen already have 177 ays of closed fishing time, and certainly aren't asking for any more.

loyd Wright Serves Port

Floyd Wright, treasurer of the olumbia River Packers Association, as elected secretary of the Port of storia Commission at the reorganiation of the board in January.

HIRD MEMBER FOR RANK PARKER'S CREW

It's felicitations to Mr. and Mrs. rank Parker, Astoria, upon the arival of a baby girl born December 4, nd weighing 7 lbs. 9½ oz. The little ewcomer was named Rebecca Jean nd was greeted by two brothers, eith, 5, and Frankie, 3 years old. addy Frank is operator of the dragr *Mary R,* and has recently purhased a home in the Lewis & Clark istrict, just out of Astoria.

Calif. Commercial Fisherman's Assn. Elects Carpenter

The new organization of California small boat owners centering in the Long Beach area, designed to conform to provisions of the Fish Marketing Act of the State of California, is now known as the California Commercial Fishermen's Association, Inc. It is completely separate from the old group, the Southern California Commercial Fishing Boat Owners Cooperative, Inc.

Mrs. Frances Austin, who is handling the public relations for the new group, says: "We now have a forward-looking business organization that spells progress in an otherwise bleak-looking industry, the tuna situation being what it is today for the small boat owner."

After the legal papers of the new group were registered, the group elected the following officers and members of the board of directors:

President, Bob Carpenter of the *Jon Tru;* vice president, Dick Karlsson of the *Milly S;* Russ Farnell, assisted by Dorothy Farnell, secretary-treasurer, *Dorothy R.*

Board of directors: George Knowlton of *California Girl;* Bob Austin, *Liny;* Gus Johannson of *Belle J II;* Paul Poitz, *Cherokee;* John Hanson, *Margie;* Frank Austin, *Winifred II;* Dick Karlsson; Russ Farnell; Dick Frances, *Leona B;* Fred Delight, *Glorietta.*

The CCFA has established an office at 745 S. Seaside Ave., Terminal Island. For mailing purposes the address should be Terminal Island station, San Pedro, Calif. Mable Winston, formerly of Southern California Fish Corporation, has been appointed secretary-bookkeeper and legal counsel is Fidel Schmitz, Wilmington attorney.

Membership fee is $50 upon joining and after a boat owner is approved by the board of directors as a member, he is required to add $500 to the group's working capital in one of three ways. This amount will be returned to the boat owner should he cease to be a member, and the same is true of the membership fee.

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries

By PETRALE

With this issue *Pacific Fisherman's News* initiates as a regular feature "SCOPE and SOUNDER," a condensed report of forward-looking fishing throughout the world. It will seek to collect and brief for fishermen details of technical pioneering and scientific studies which may have their effect on the fishermen's ability to earn a share in changing times.

"Petrale," who writes the column, is eminently qualified for the task. He is a fisherman, who understands fishermen, their ideas, and the things they want to know. He will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

Comments, questions and contributions should be addressed to: PETRALE, Care *Pacific Fisherman's News*, 71 Columbia St., Seattle 4, Wash.

Underwater Television

Tests to study the usefulness of television for underwater fisheries research are being conducted by Canadian scientists. This electronic device has been tested in Lake Minnewanaka, Canada, to study some of the biological features of the lake; and in British Columbia to observe marine life.

The new apparatus, consisting of a television camera mounted in a large steel cylinder, is joined by means of a cable to a viewing scope situated in a boat. The steel cylinder is fully maneuverable and can move forward, backward; swing left or right; and tilt up and down. A bank of four spotlights is used to illuminate the area in front of the camera and various lenses are used so that a wide field can be seen, or close-up views of the lake bottom can be studied.

Tests have been conducted down to depths of 100' and observers with this unit have been able to see in detail the conditions of the lake bottom. The investigators have observed the natural shelters for fish and have reported seeing "feed" swimming in front of the camera. Various fishes were also watched under natural conditions as they searched for food or a place to spawn.

Calif. Jack Mackerel Fishery

A recent report published by the California Department of Fish and Game, states that the California jack mackerel fishery "appears to be in a healthy condition."

The author of this report, Phil M. Roedel, bases this optimistic outlook on the results of a study, which revealed that the range of the fish far exceeded that of the commercial fishing grounds and that available data did not indicate the Central and Southern California fisheries were working a limited local population. Other facts, which seemed to bear out this statement were: The existence of a reservoir of large, old fish living beyond the area of the present fishery and the abundance of larva of this species. (Note that the mackerel optimism concerns "Jack" mackerel only; not the "Pacific" species.)

Nylon for Cod Ends

Astoria trawl fishermen have been experimenting with nylon cod ends for their trawl nets. The nylon used is similar to that used for parachute shrouds, having a number of small braided nylon strands within a woven sheath. Nylon cod ends are said to be much stronger than those made from conventional cotton webbing and have the advantage of not needing to be treated with a net preservative. Several Astoria fishermen have used nylon cod ends on their trawls for better than a year and report them to be very durable. They are generally fished with a cotton bag over them as a chaffing guard. The nylon cod ends, which are tied to desired specifications, are very light, weighing approximately nine pounds. Cod ends made from nylon have also been in use in Europe for the past several years.

Electric Fishing

The use of an electrical shocking method for catching tuna in Scandinavian waters has been so successful that it may revolutionize this fishery.

Tuna in these waters may reach a weight of 800 pounds and it is estimated that 9 of every 10 fish hooked are lost while being landed. With the new shocking device, all of the fish hooked can be brought aboard.

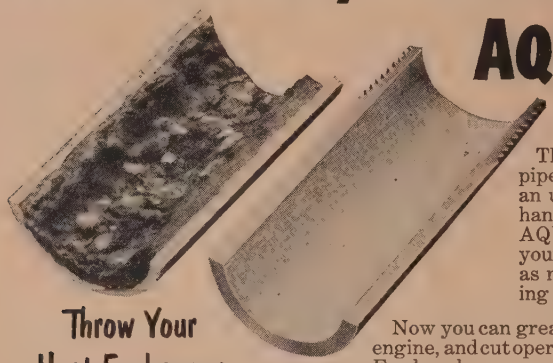
The equipment used is reported to be very simple and within the cost range of all fishermen engaged in the tuna fishery. The electrical unit consists of one motor converter receiving its current from a small accumulator.

This electrical fishing method was developed by German scientists, who are also developing an electrical fishing method, which is said to attract fish within an electric field to a positive pole, where they would be captured. Preliminary tests are said to have been successful and the experimenters are testing the commercial application of this device for trawl fishing. In this method of fishing, the electric poles would be arranged so that fish on both sides of the net would be attracted into the trawl mouth, greatly increasing the fishing area of the net.

Lights for Herring

Norwegian herring fishermen have been utilizing lights to attract fish to shallower depths. During night fishing, the herring are at times detected on their recording echo sounders below

Here's Why You Need the AQUA-CLEAR Feeder



The badly rusted and corroded pipe at the left was taken from an unprotected line. The right-hand section shows how the AQUA-CLEAR Feeder keeps your entire cooling system clean as new, free from rust or salting down.

Throw Your Heat Exchanger Troubles Overboard

Now you can greatly lengthen the life of your engine, and cut operating costs. AQUA-CLEAR Feeders have proved so efficient on fishboats that many new boats are being equipped with them and old boats are doing away with closed cooling. The AQUA-CLEAR Feeder saves hundreds of dollars on repairs, break-downs, lay-ups, and lost time.

Does Away with Cumbersome Heat Exchangers, Keel Coolers, Expansion Tanks, Extra Pumps, etc.

Don't put a lot of money into complicated fresh water cooling systems—save all this expense and the extra space a closed cooling system requires. No extra holes through the hull, no complicated piping, no need to haul the boat. Makes old engines last longer, keeps new ones from ever rusting. Sizes for all engines from outboard to heaviest dragger or tuna boat, even freighters and liners.

Cool Direct with Raw Sea Water

without RUST, CORROSION, or Salting Down the Engine!

Every fisherman knows what salt water does to metal—and it ruins marine engines in short order. The AQUA-CLEAR Feeder treats all the water that goes through the cooling system so it is completely non-corrosive. Prevents salting down the engine, even under abnormal temperatures.

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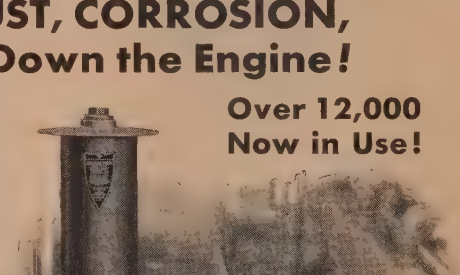

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AQUA-CLEAR Feeders

the depth range of their nets. In this event, the fishermen focus a high-powered light down into the water above the location of the fish. The fish are attracted by the lights and observed on the echo sounder as they migrate towards the surface. When the herring have been brought up within a fishable depth, the net is set and a haul made. British workers experimenting with lights were able to attract pilchards by this method, but found that herring in these waters would seek deeper water when a light was focused on the school. Canadian workers have reported that lights will cause Pacific herring to scatter. The ability to attract members of the herring family to lights undoubtedly varies with the size and the species of fish.

New Echo Sounder

A new type of echo sounder developed in Germany utilizes a cathode-ray tube similar to those used in radar and television.

This new echo sounder, called a "Fishlupe," has a depth range of 300 fathoms and displays located fish by horizontal light traces on the face of the tube. Probably, the main advantage of this instrument is a vertical scanning device which allows the user to focus on any 45′ stratum of water within the range of the "Fishlupe," ignoring the water above and below this layer. For example, if "pips" are detected at 70 fathoms on the scope, the horizontal scanner may be employed to view the 45′ stratum above and below this depth. As the viewed layer is displayed over the entire cathrode tube, the returns are greatly magnified for this depth. It is reported that fishermen can distinguish between species of fish and even detect individual fish.

Trawl Studies

During the past several years, research workers in England have been filming the underwater actions of otter trawls. The investigators used "frogmen" to photograph and to observe the nets, which were subject to a number of tests. The aim of their work was to compare the behavior of several types of nets while fishing and to note the shapes they assumed under different conditions. They also studied the effects of modifying the gear, the amount of damage to the sea bed, and the reactions of fish to the net.

The work was carried on near Malta where clear water conditions provided excellent observation of the gear. Although, the tests were made in comparatively shallow water, most of the results could be applied to trawl depths normally fished by commercial fishermen.

Little or no slack was noted in the trawl warps at a depth of 12 fathoms and at this depth, the toe of the otter doors dug slightly into the bottom while the back portion of the board

vere at times several inches off the bottom. On sand, the doors did not cut deeply into the bottom, but caused considerable clouding, which hid portions of the net. The spread of the doors was not noticeably changed by adding floats to the headline or by the presence of a partial load in the cod end. A number of types of floats were tested to compare their lifting ability while the net was under tow. Of the floats used, the spherical-plane type, similar to those recently introduced into Pacific Northwest trawl fisheries, gave the best results, lifting the net several feet higher than other floats of equal static buoyancy. Inflatable canvas floats are reported of no value for trawl work, as their lifting ability is greatly reduced by the pressures in deep water. The use of bridle gear was seen to increase the spread of the doors and to guide fish into the path of the oncoming net. Fish observed in the path of the net were evidently aware of the ground rope and tried to swim away from it, but paid little attention to the netting overhead.

A Canadian biologist, K. S. Ketchen, has been studying the working gape of an otter trawl by securing floats to the otter boards with cod line. The tests were carried on by the research trawler *Investigator,* which is 60′ in length and is powered by a 165 b.h.p. engine. Distance between boats was figured by triangulation from the stern of the boat. The net, a conventional eastern-style (American) trawl with an 87′ groundline, was towed from two davits. A maximum spread of 123′ between doors was obtained at engine speeds between 1050 and 1150 r.p.m. At engine speeds over 1150 r.p.m., the spread of the doors was noted to decrease. In comparing the spread distance of American and Canadian-type trawls, the American type was found to have a spread of 45′ while the Canadian type was about 32′. The spread distance was measured as wing-tip to wing-tip.

Dick Taylor with one of his collapsible "King-size" crab pots.

Collapsible "King-Size" Crab Pot Is Devised

Of interest to the King crab fishermen who have trouble with carrying all the pots needed is the recent development of a collapsible crab trap produced by Dick Taylor, yard superintendent of Bryant's Marina, Seattle.

The new trap was built for Harry Krueth, Seldovia, Alaska, crab fisherman who works King crab in Kamishak Bay.

The trap, 3′ x 6′ x 2′6″, has a fairly heavy metal frame and built into it for end supports are bars at each corner with a "Y" at the top which fits under the top of the trap. When fishing the top is lashed into this notch. After the trap is hauled the lashing is dropped and the corner supports swing down, thus folding the trap for stowage on deck or in the hold.

Wire mesh is used on top and bottom with heavy cotton web for sides and ends.

Fishermen will be watching for reports on whether this trap is the long-sought answer to the bulk problem involved with standard crab pots.

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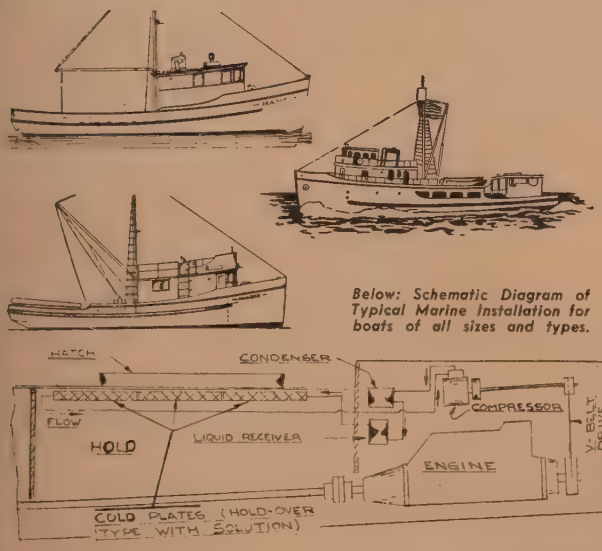

Below: Schematic Diagram of Typical Marine Installation for boats of all sizes and types.

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- Hold ice up to 3 weeks.
- No spoiled fish.
- Stay out until a full load is caught.
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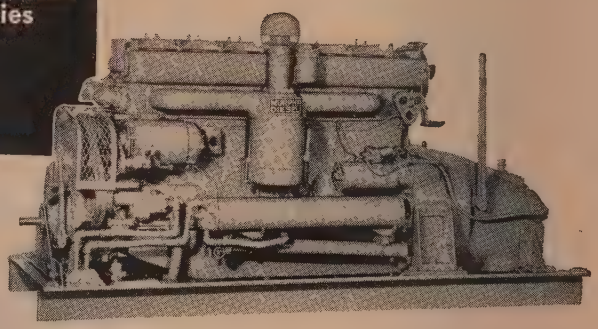

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155 Water Street
Vancouver, British Columbia

FISHERMAN'S CO-OP RE-ELECTS OFFICERS

All officers and board of directors of the Fishermen's Cooperative Association, San Pedro, have been re-elected for 1953, namely: Tony Barcott, *Coral Sea,* president; Carmen DiMassa, *Tacoma,* vice president; Mladko Ivancic, *Adriatic,* treasurer. Board of directors, Andrew Tipich, Matt Dragich, Andrew Rafkin, Joe Salifano.

John Real, San Pedro attorney and manager of the Cooperative for the past five years, continues in his present post.

Depoe Bay to Have Floodlights and Foghorn

Flood lights which will illuminate the nearly thirty commercial fish boats and area surrounding the new port docks on the east side of Depoe Bay have been promised by the Newport Port Commission. The lights, which are to be installed immediately, were requested by U. S. Coast Guard Auxiliary, Flotilla No. 78, according to Fred Corn, commander.

Commercial fishermen have previously used automobile lights and other make-shift devices to aid them as they cared for their vessels during the dock hours.

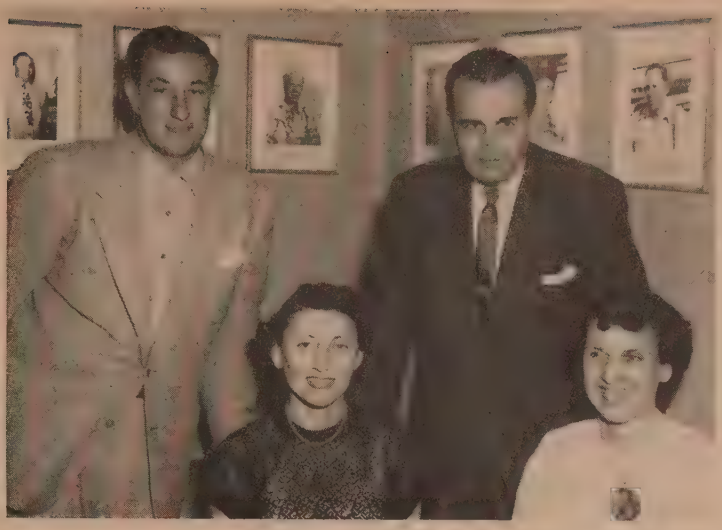
A diaphone will be installed near the entrance to the harbor before the start of the commercial fishing season, according to word received here by the Coast Guard Auxiliary from the 13th Coast Guard District Headquarters in Seattle.

The promised fog horn is designed to be heard as far as four miles seaward.

MOSS LANDING BOATS KEEP BUSY CRABBING

A few crabbers and draggers are active in Moss Landing Harbor. *The Five Brothers* with the Bregante brothers, Frank and John and engineer, Pete Silvey plan to continue dragging operations. Dick Maier on his 90' *Warrior* also will follow this line of fishing after an engine overhaul which Dick Johnson of Hover Equipment Co. recently completed. The *Warrior* has seen many years of active service. A picture of the boat in the 50th Anniversary number of *Pacific Fisherman* shows her on a trial run in Seattle Harbor, year 1914. The *Warrior* was the first diesel powered fisheries vessel on the Pacific coast and was at that time a cannery tender belonging to Pacific American Fisheries. Crew members, Joe Waag and Frank Hart assisted in giving the heavy powered Atlas engine a new lease on life.

C. B. Gilbert of the boat *Tuna* has been helping Emo Pieracci on the *Anita.* The two men are crabbing in the area north of Santa Cruz.



Tony Barcott, left, re-elected president of the Fishermen's Cooperative Association of San Pedro for the third straight year. Standing, right, is John Real, the association's manager. Seated, left, is Dorothy Evanisevich, bookkeeper, and "Angie" Devlahovich, secretary.

San Pedro Seine Sets

Fishermen's Cooperative Auxiliary of San Pedro held its first get-acquainted tea of 1953. Mrs. Paul Biazevich, with Mrs. Matt Bodul, president of the group, served as chairman of the event. Mrs. Anthony Mascola received the guests. Mrs. Andrew Tipich, whose husband has the *Sea Pride,* and Mrs. Sam Randazzo *(Endeavor)* poured. New members include the Mmes. Robert Pavkovich, Christine DiLeva, John Stanovich, Frank Gargas, Pete Guarrasi, Matt Trutta, Nick Mezin, Tom Miller, Ted Lucich, Vincent Kavacevich, Andrew Petrich, Joseph Kavacevich, Martin Tarabochia, Philip Mladinee, John Zuanich and John Sima. . . .

DELORES M, Vince Budrovich, *WESTERN FISHER,* Jerry Thomas and the *PIONEER,* Marion Joncich, are now fishing in Mexican waters and were joined early in February by five more purse seiner members of the Fishermen's Cooperative Association, including the *COLUMBIA* and *E. S. LUCIDO,* under the command of Anthony Lucido, who recently joined the Cooperative at San Pedro . . . Chris Gaspar, whose *Jackie Sue,* has been fishing year-round in Central and South America, has returned to his boat after spending some time with his family in San Pedro. Joe Kavecevich has also returned to the *Lina B,* based at the Canal Zone . . . John Zuanich has joined his brother Larry on the *Cesare Augusto,* now fishing southern waters. . . .

CHARLIE BUCHAN Jr. is now in command of the *West Coast.* Bill Horner has taken over the *St. Christina II,* formerly owned by the DiLeva family who now have the *G. Marconi* . . . High frequency transmitters have gone aboard the *St. Christina II* and the *Anthony M* . . . Fisherman Louis Luksich's claim for $50,00 damages for spinal injuries allegedly received aboard the *Stranger* was denied by a Los Angeles Superior Court judge. At the same time the jurist ruled that he was entitled to maintenance expenses amounting to $3,961. The suit was filed against Borti Petrich, Andrew Petrich, Andriga Petrich and Mike Petrich, San Pedro owners of the *Stranger.* The injury was sustained on Oct. 1, 1948, when the boat was fishing sardines. . . .

S.F. Herring Boats Get $30 Per Ton

Virginia and *Rosie* owned by Joseph, Dan and Carl Crivello, San Francisco, are among the high boats fishing herring in the Bay last month.

Herring are being caught from Belvedere Point to Lime Point. Fishermen are getting $30 per ton. The Crivellos are delivering to Standard Fisheries, Inc., and Northern Packing Co. *Virginia* and *Rosie* are 28' long, and fishing is done with gillnets and beach seines.

MONTEREY SEINERS SOLD

The Monterey purse seiner *J. B. Compagno* has been sold by San Carlos Canning Co., Monterey to Joe Xitco, Bellingham, Wash.

The purse seiner *Eneas,* formerly owned by Sal Enea, Monterey, has been sold to Mexican interests.

THE CAMERA TELLS the STORY...

KNOTS DON'T OPEN

when nets are made of

Cross Section of net made of BONDED NYLOCK Nylon

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BONDED NYLOCK® Nylon

Just take one look at the above close-up photographs of two sections of netting — one made from BONDED NYLOCK Nylon and the other from UNBONDED Nylon. See the strong, tight knots in the BONDED NYLOCK net . . . see the loose, open knots in the UNBONDED net. Nylon nets have been *proved* to catch from 3 to 12 times as many fish. So don't take chances on losing part of this valuable haul . . . insist on nets made from BONDED NYLOCK Nylon whose tight, strong knots don't slip — won't let fish escape — keep mesh sizes constantly uniform.

In addition — NYLOCK Nylon's patented BONDED process

- strengthens the net — lengthens its life — reduces its stretch
- makes nets much easier to handle by absorbing less water
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- prevents discoloring, mildewing and rotting
- requires no preservatives — needs no drying, thus one net does the work of three
- prevents fraying or fuzziness to catch marine growth and cause net deterioration — to catch phosphorescence and warn the fish away

For further information, get in touch with one of the following manufacturers who make nets of BONDED NYLOCK NYLON *Twine:*

R. J. EDERER, 540 Orleans St., Chicago, Ill.; Unity and Elizabeth Sts., Philadelphia, Pa.
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ADAMS NET & TWINE CO., 701 N. 2nd St., St. Louis, Mo.
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Look for this tag on your netting. It identifies the genuine **BONDED NYLOCK NYLON**

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fficers of the Lower California Fisheries Association, San Diego — an organization composed mostly of alian tuna clipper owners and skippers. Left to right: Anthony C. Chiappe, president; John Zolezzi, director; Joe J. Camillo, business manager; Julius Zolezzi, Larry Canapa and Anthony Bregante, directors.

952 Bluefin Tuna ishery in Brief

The Bluefin fishery of San Pedro ad an interesting history in 1952. As sual during the past few years there as little local Bluefin, but during ie late summer months purse seiners ound fishing very good off Baja Cali-rnia from Abreojos Point north to suncion Island. Bluefin is often aken early in the year off Guadalupe sland.

The *Anthony M* delivered 167 tons om this 1952 center of fishing. The iberator delivered 83; the *E. S. ucido,* 89; *Sea King,* 77; *Western isher,* 103; *Western Sky,* 78; *Coura-eous,* 83; *Stranger,* 108. Around 50 urse seiners delivered one or more oads of Bluefin during that brief sum-ner fishing season off Baja.

Linen Web, Nylon Line on Tuna Nets

The use of Gold Medal linen netting n purse seine nets, pioneered by the *Anthony M,* Anton Misetich, San Pedro, is now extending to other boats n the tuna fleet. Marine Hardware Co. reports that the *New Sea Rover, Marsha Ann, City of Los Angeles, Sea Rose, Defense, Ronnie M, Western Fisher, Southland* and *Betsy Ross* have purchased quantities of linen netting for use during their 1953 tuna season.

Another new development in the net fleet is the application of Plymouth nylon rope for use as the cork line on the big nets. Fishermen say it is flexible and strong. It is in use on such purse seiners as the *Anthony M, Golden West, Columbia, Delores M, Liberator.* About four coils are used to a net, 5/8". When manila is used, 3/4" is purchased. Plymouth rope in the San Pedro area is handled by Marine Hardware Co.

SAN DIEGO BITE-SIZE ITEMS

The Pacific Towboat & Salvage Co. tug *Kanak* brought the crippled *Jeanne Lynn* to San Diego after she suffered a broken crank shaft while fishing off El Salvador. The Westgate California Tuna Packing Co. purchased the 75-ton fish catch of the boat which is captained by O. W. Martin . . . Constantino Fernandes, one of the survivors of the wreck of the *Princess Pat* in late November died in late January in a San Diego hospital. Fernandes, who with others of the crew dived overboard when the clipper listed, rode 40 miles to Isabella Island in a small boat. . . .

CITY OF SAN DIEGO is no more—the clipper caught fire and burned 10 miles off Todos Santos Island in mid-January. The 11-man crew rowed to safety. Don Tomlinson was skipper of the boat and said that the boat was on her way toward Panama when a roaring wall of flames and smoke suddenly burst out of the engine room. When virtually the entire vessel was in flames, the crew abandoned ship in two skiffs. The boat was fishing for French Sardine Company . . . *West Coast* is receiving a new 16' Driscoll tuna tender, this powered with Universal Sea Lion Six, 110-hp. 6-cyl., straight drive . . . Manuel Gonsalves, recently on the ill-fated *Princess Pat,* took out the *Charlene* last trip . . . Barney Maughan is new skipper of the *Aggressor,* whose managing owner is Joseph C. Rogers . . . Lionel G. Rosa had the *Azoreana* at sea again in January after months of shipyard for the clipper following a collision at sea. . . .

Wiley V. Ambrose, a great pioneer of California packing, has been honored by having a tuna clipper named for him. The steel *St. Joseph* is now the *Wiley V.A.* . . . Arnold Batiste is new skipper of the *Sea Lion* . . . Harold Morgan Sr. is at sea again on the *Chicken of the Sea.* His son, Harold Morgan Jr., took out the *Scarlet Queen* after the boat had been dry-docked at San Diego Marine Construction Co. for a bottom paint job with American Marine's Triple-C copper paint . . . The former *Sun Queen* is now the *Jo Maria,* named after her managing owner, Mrs. Joe Sciuto . . . Clarence Fernandes is now captain of A. A. Vidall's *Mondego.* . . .

Antique "Atlantic" Wrecked Near Cape

The 102-foot *Atlantic,* one of the first tuna boats to be constructed—built by Campbell Machine Co., 1926—is reported a total loss after going aground midway between Magdalena Bay and Cape San Lucas. The 12 crew members were rescued by the tuna clipper *Southern Queen.*

Captain of the *Atlantic* is Graham C. Covert. The fish captain is Resugio Boliver. The *Atlantic* sailed from San Diego November 4 and had about 60 tons of tuna aboard. The grounding occurred in mid-December.

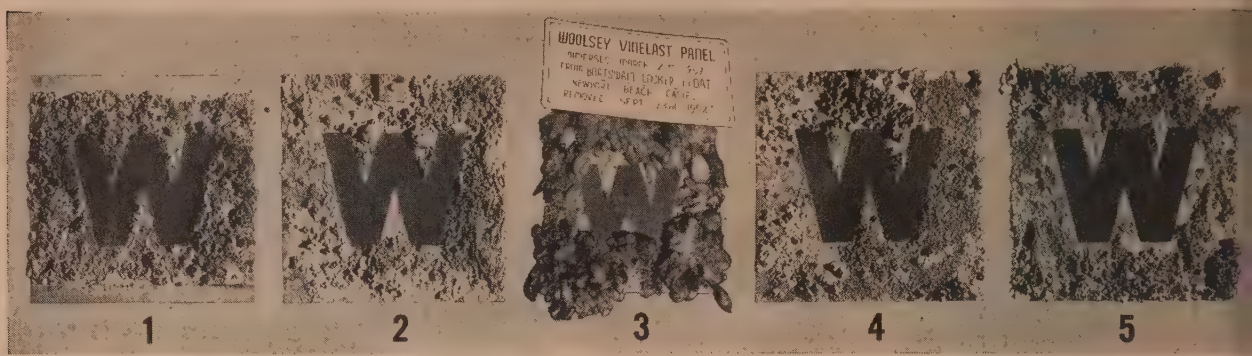
SHARK FISHING SUCCESSFUL

Something new has been added to the fishing activity at Moss Landing. Knut Pederson on the *Northern Isle* has been in the harbor after a successful trip for shark along the coast. The *Northern Isle* will be remembered formerly as the *King Phillip.*

The boat and her skipper fished for salmon in Bristol Bay last season, turning to shark fishing for the winter months. While in this area the boat will base at Moss Landing, later transferring operations to the Santa Barbara Islands.

"Patch Tests" Prove Woolsey "Vinelast" TRADE MARK PREVENTS FOULING LONGER

and stays smoother and sleeker than any ordinary anti-fouling bottom paint

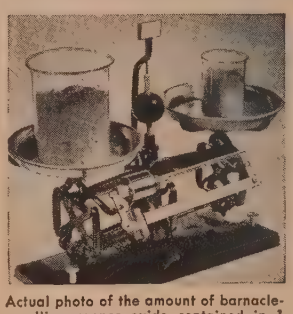


These amazing photographs show *actual* performance of Woolsey "Vinelast" Anti-fouling Racing Finish under the most severe fouling conditions. The plates were painted with ordinary hull paints except for the letter "W" which was painted with "Vinelast" and the plates were then submerged for 6 months. Plate #1 was submerged in Daytona Beach, Florida; #2 in Singapore; #3 in Newport Beach, Cal.; #4 in Rockport, Tex.; #5 in Wood's Hole, Mass.

Woolsey "Vinelast" anti-fouling racing finish, with over 4 times the copper content of ordinary bottom paints, prevents attachment of barnacles, borers and vegetation over four times longer. Gives a faster, friction-free finish . . . saves extra dockings and repaints.

The Facts on Anti-Fouling Paint

If you have been using ordinary anti-fouling bottom paint you know that frequent haul-outs are usually necessary because of borers, barnacles, vegetation and other marine organisms. But, as the photograph above proves, Woolsey "Vinelast" *completely* prevents all fouling attachments for at least six months. (We have other plates under water that have gone a full season, others that have gone 18 months without fouling—and are still going strong!) The reason for outstanding "Vinelast" performance is simple...



Actual photo of the amount of barnacle-repelling copper oxide contained in 1 gallon of "Vinelast" as compared with ordinary anti-fouling paint.

Over 4 Times More Barnacle-repelling Copper Oxide

Every good anti-fouling paint releases a toxicant ingredient from its surface that, in some degree, repels the attachment of marine organisms. Of all the toxicants used, copper oxide is the most effective. Obviously, the more copper oxide a paint contains, the better it will resist fouling. Woolsey Laboratories have developed a special plastic resin binder—a Woolsey exclusive – that enables "Vinelast" to hold *over 4 times more copper oxide* than the average bottom paint! And "Vinelast" *releases* this toxicant at a steady, controlled rate that completely prevents attachment of barnacles, shellforming organisms, borers and vegetation up to *4 times longer* than ordinary anti-fouling paints. This amazing plastic resin formulation was perfected in Woolsey Laboratories and offered by Woolsey as the first product of its kind following World War II.

Fast, Economical, Trouble-Free!

"Vinelast" gives your boat increased speed...lowers your fuel costs because there's lessened hull friction when this fast, smooth, attachment-free bottom paint is used. And remember it's lasting economy to use "Vinelast"...this extra durable finish *stays* fast and smooth...gives extra months of trouble-free service because it outlasts and outperforms other anti-fouling bottom finishes...you save extra dockings and repaints...gain on the extra working time that's available!

The exclusive Woolsey Friction-ometer tests skin friction, proves "Vinelast" has smoothness and slip equal or superior to a burnished, high gloss racing enamel.

Use on Wood, Plywood, or Metal

On new or raw wood, including plywood, "Vinelast" is applied by spray or brush without special primer. Average coverage: 400 sq. ft. per gal. On metal hulls and metalwork, apply over Woolsey special primers. Average coverage: 450 sq. ft. per gal. Boats may be launched only 3 hours after painting. "Vinelast" retains its attractive red color while in the water.

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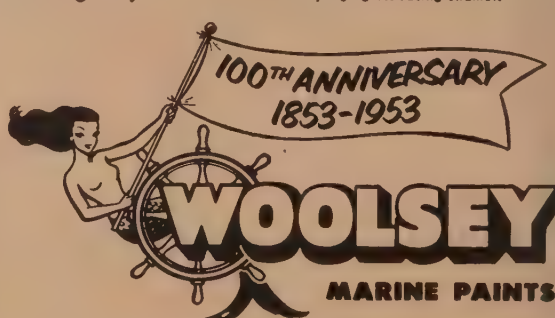
Get them from your Woolsey Authorized Dealer—an Expert on Marine Paint Products.

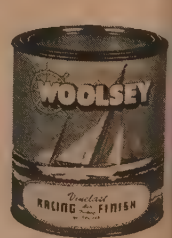
"CAWLUX" MARINE WHITE
For topsides, decks and superstructure

Fume-proof because it contains no lead pigment or other ingredients subject to attack by harbor gases, exhausts, etc. Quick-drying, non-yellowing and can be repeatedly scrubbed down without harm to the finish. Retains gloss, resists chalking, remains elastic, will not crack or check. Available in Gloss, Semi-Gloss and Semi-Flat finishes.

"TRADEWINDS" ANTI-FOULING PAINT

Moderate cost anti-fouling bottom paint for use in all waters ...a favorite among fishermen for quick repaint work on wood or steel boats. "Tradewinds" is a highly toxic composition of copper and mercury toxicants in a plasticized resin binder...repels all fouling attachment including grass, resists erosion. Easily applied by brush or spray. Dries fast and hard. Choice of Rich Red or Brilliant Green.





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Pacific Coast Distributors: Pacific Marine Supply Company, 1217-1223 Western Ave. Seattle, Washington; Oregon Marine Supply Company, 235 S. W. First Avenue, Portland 4, Oregon; Weeks-Howe-Emerson Company, 255 Mission St., San Francisco 5, California San Diego Marine Hardware, 1502 India Street, San Diego, California; Marine Hardware, Inc., 509 South Beacon St., San Pedro, California.

RACIAL REBUILDING

Requires Long Weekly Closures at Peaks of 1953 Sockeye Runs

Increased restrictions on Fraser River Sockeye salmon fishing through extended weekly closures of as much as 96 hours, designed to increase the escapement of certain Sockeye races —notably the late Stuart and the Quesnel fish—were recommended by the International Pacific Salmon Fisheries Commission at its January meeting held in Vancouver.

Although some objections were voiced by members of the advisory board representing operators and fishermen, the Commission felt convinced that the long-term considerations warranted the measures authorized for rehabilitation of the Sockeye runs on the Fraser River.

Members of the Commission pointed out that the 1953 Sockeye cycle on the Fraser is now supported almost entirely by races which were practically extinct eight years ago and are still well below their potential size. The Chilko race, which has been the mainstay of the 1953 cycle year, has now shifted its year of maximum productivity to the 1952 cycle.

Added Escapement Sought For Two Growing Races

The escapement to the Quesnel area, it was decided, must be substantial; over 30% of the run if possible. The escapement to the late Stuart run must also be increased if unused spawning areas are to become productive.

It was mentioned at the meeting that the anticipated increase in intensity of the fighting fleets of both Canada and the U. S. combined with the increased efficiency of nylon gillnets threaten the desired escapement of approximately 20% on runs other than Quesnel and late Stuart, and it was considered doubtful if the entire run of any one race in 1953 would over-populate the spawning grounds of that race.

The Commission issued a statement after the meeting advising that emergency regulations are contemplated for the purpose of equal division of the catch if required and modifications in the restrictions will be made during the season if deemed desirable at that time.

"In the past," the statement continued, "the Commission has protected depleted races by complete closure of the fishery over long periods. Currently, this policy has been modified to allow even fishing pressure on all races, with short additional closures only when needed, as for the Quesnel and late Stuart race in 1953. In this way the Commission can progress towards restoration of the Fraser Sockeye with a minimum effect on the economy of the fishing industry."

Here is a summary of the recommendations for regulation of the 1953 Sockeye fishing season as approved by the Commission:

Respecting United States Waters:

1. Controls by the Commission on fishing for sockeye in United States waters embraced by the treaty shall commence at 12:01 a.m. June 26, 1953 and shall cease at midnight August 23, 1953.

2. There shall be a weekly closed period of 48 hours duration including Saturday and Sunday of each week in all Uinted States convention waters from June 26 until July 23 and from August 6 until August 23 for the year 1953.

The weekly 48 hour closure shall commence at 12:01 a.m. Saturday for Purse Seines and Reef Nets and at 6 p.m. Friday for gillnets.

3. There shall be a weekly closed period of 72 hours duration including Friday, Saturday and Sunday of each week in all United States convention waters from July 23 until August 6 for the year 1953.

The weekly 72 hour closure shall commence at 12:01 a.m. Friday for purse seines and reef nets and at 6 p.m. Thursday for gillnets.

Respecting Canadian Waters:

1. Controls by the Commission on fishing for Sockeye in Canadian waters embraced by the treaty shall commence at 12:01 a.m. June 26, 1953.

2. Controls by the Commission shall cease in Canadian convention waters known as Areas 21 and 23 at midnight August 2, 1953; in Areas 19 and 20 at midnight August 23, 1953 and in Areas 17 and 18 of District 3 and in District 1 at 8 a.m. September 22, 1953.

3. There shall be a weekly closure in Canadian Convention waters known as Areas 19, 20, 21 and 23 of 48 hours duration on Saturday and Sunday of each week from June 26 to July 23, 1953. This weekly closure will commence at 12:01 a.m. Saturday for Purse Seines and at 6 p.m. Friday for gillnets and traps.

4. There shall be a weekly closure in Canadian convention waters known as Areas 19, 20, 21 and 23 of 72 hours duration on Friday, Saturday and Sunday of each week from July 23 to August 3, 1953. This weekly closure will commence at 12:01 a.m. Friday for Purse Seines and 6 p.m. Thursday for gillnets and traps.

5. There shall be a weekly closure in Canadian convention waters known as Areas 19 and 20 of 48 hours duration on Saturday and Sunday of each week from August 3 until August 23. This weekly closure shall commence at 12:01 a.m. Saturday for Purse Seines and at 6 p.m. Friday for gillnets and traps.

6. There shall be a weekly closure in all other Canadian convention waters of 78 hours duration from June 26 until July 23 and from August 13 to September 22 for the year 1953 and of 96 hours duration from July 23 to August 13, 1953.

(a) In Areas 17 and 18 for Purse Seines the weekly closure will commence at 12:01 a.m. Friday.

(b) In Areas 17 and 18 for gillnets and in District 1 the weekly closure will commence at 8 p.m. Friday.

(c) In that part of District 1 above Pattullo Bridge the weekly closure shall cease 4 hours later than in that part below Pattullo Bridge and shall be of 82 hours duration and 100 hours respectively for the two periods mentioned above.

Respecting Offshore Waters:

The Commission approved a regulation ordering a weekly closed period of 48 hours duration from June 26 to July 23 for the year 1953 and of 72 hours duration from July 23 until August 3 for the year 1953 in all Convention waters in the high seas west of the Bonilla Point to the Tatoosh Island line.

General:

The Commission declared that no one shall buy, sell, or have in his possession any sockeye salmon taken in any of the convention waters during the time when fishing for such salmon is prohibited in such waters.

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Cross section shows relation of positive plate to separators and negative plate. Note the much greater exposure of active material to electrolyte as compared with that of the usual flat positive plate. This greater exposure makes possible the high power ability and uniform-voltage characteristics of the Exide-Ironclad. The negative plates have been made extra heavy to balance the increased capacity of the power tube positives.

Running through center of each tube is an alloy core which is cast with the heavy top cross bar. These form the sturdy, non-buckling grid. Both core and top bar are made of Exide's new corrosion-resistant Silvium, an alloy of silver, lead and other components, which adds greatly to plate's long life.

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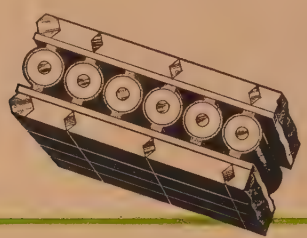

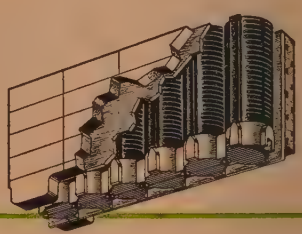

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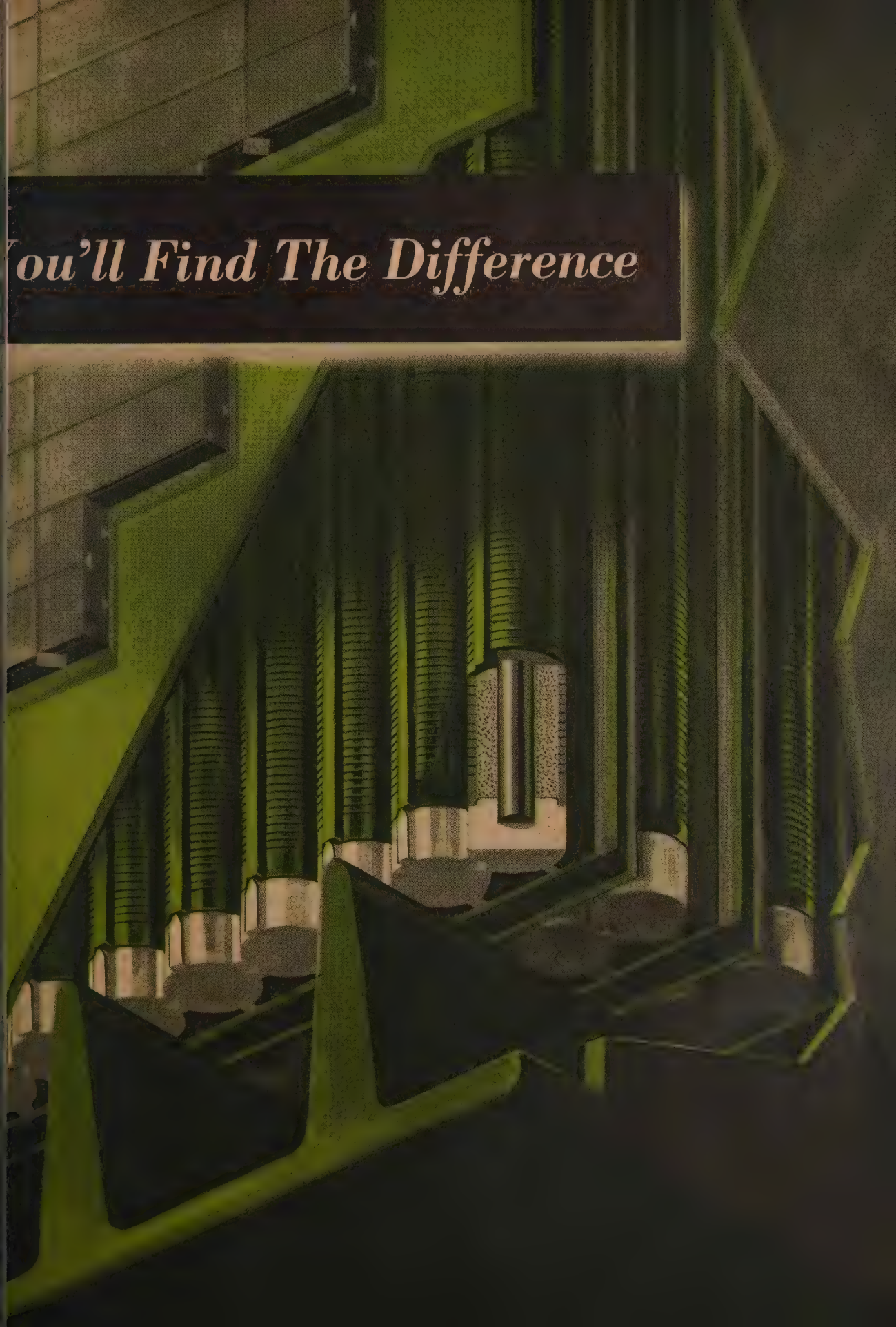
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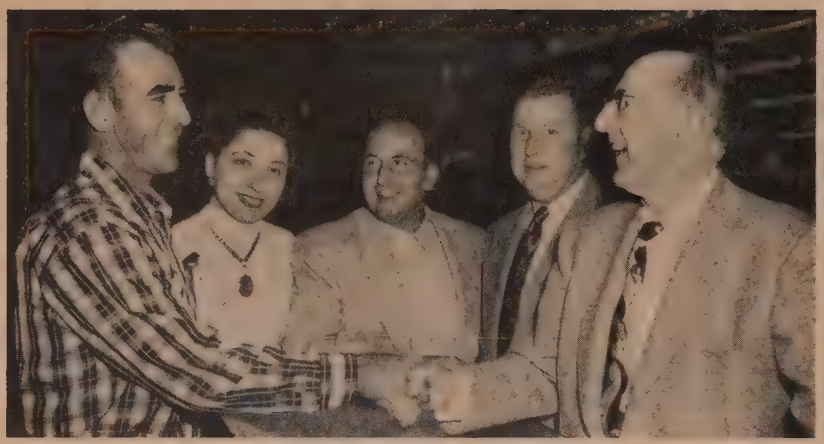

Anton Misetich, left, captain of the 120' purse seiner "Anthony M.", Mrs. Misetich, Richard Mitchell, treasurer of Marine Hardware Co., Raymond Mitchell, Jr., president, and Raymond Mitchell, chairman of the board, and who is celebrating his 50th year in the marine hardware business in San Pedro. Capt. Misetich is receiving congratulations for his record-breaking performance of tuna production in 1952 with the "Anthony M."

"Anthony M," 120-Ft. Seiner, High-Boat of Tuna Fleet

When the 1952 tuna purse seine season ended, Anton Misetich and his *Anthony M* received congratulations of the fishing industry of San Pedro, for the big purse seiner had produced 1,385 tons of tuna, probably setting an all-time record. Among the well wishers was Raymond Mitchell, founder of the Marine Hardware Co. of San Pedro, who himself is receiving the best wishes of his friends, for he has just concluded 50 years in the marine service and supply business in the Los Angeles fishing port.

Anton Misetich has been a fisherman in San Pedro for 25 years. He and his brother Dominic alternate as skipper of the 120-ft. *Anthony M*, which was built in Alameda in 1947 and is powered with a 700-hp. Washington diesel engine. She is the biggest purse seiner sailing out of San Pedro, has fished as far south as Ecuador, is rated as capable of carrying 300 tons of refrigerated tuna.

The Misetich brothers also operate the 96-foot *Ronnie M*, which is customarily skippered by John Misetich; and a recent addition to their fleet is the *Robin Hood*, which fishes sardines and mackerel for the most part, but which this year made several trips for tuna.

In 1952 the *Anthony M* completed six trips and delivered 1,385 tons of Yellowfin, Skipjack and Bluefin. It is believed that this sets an all-time record for a purse seiner. It is also believed that for the first time a purse seiner delivered more tuna than did the most productive member of the clipper out of San Diego in 1952. The *Ronnie M* didn't do so badly either, with over 600 tons.

Georgia was Anton's first boat, then came *Lucky Star, American Boy, St. Joseph, Stranger,* the *Ronnie M, Defense, Anthony M* and then *Robin Hood.* The fisherman father of the three Misetich brothers is Jack, now retired and living in San Pedro. The Misetich boats have delivered to French Sardine Co. since 1939; and for many years they have been customers of Marine Hardware.

Raymond Mitchell, as an energetic young man from Pennsylvania, came to San Pedro in 1902, liked the town, saw its possibilities and secured a job with a marine supply house operated by two partners. Within a year he bought into the company and several years later he became the president of his own company, Marine Hardware Co., Inc. He had already set to work to secure marine lines which would give quality performance for his fishermen customers. In 1909 he took on the products of The Linen Thread Co. and ever since has supplied Gold Medal and Barbour products to the net fishermen out of San Pedro. About the same time he became the distributor for Plymouth rope, and still is.

Other lines now handled exclusively in the San Pedro area by Mr. Mitchell and his two sons who are working with him in the business, are Merriman marine hardware, Dolphin paint and varnish, Hazard wire rope, Dayton v-belts, U. S. Rubber boats, Johnson clothing, Brolite paints and Techkote net preservatives.

Mr. Mitchell, now in his 80s, has two consuming hobbies, golf and trout fishing. His two daughters are married to the partners in the Marine Hardware Co., affiliated with Marine Hardware Co. Recently the Mitchells purchased a controlling interest in the San Diego Marine Hardware Co.

Gus Lynn is now vice president of the hardware firm, Edgar Holland is secretary.

Early Mackerel Fishing Proves Very Scant

The 1953 Southern California mackerel season began very poorly, January seeing only 640 tons delivered to canneries in the Los Angeles-Long Beach district, and 6,700 cases packed. Last year, during the early month was not considered good, when 3,009 tons were brailed; 49,570 cases packed.

However, early reports of February fishing for mackerel, mainly Jack, of course, showed some slight improvement. February, 1952, was very poor, only 203 tons coming in all month, for 3,451 cases.

The official mackerel figures for 1952 are: Pacific, 9,243 tons and 239,958 cases; Jack, 73,621 tons and 1,319,426 cases for a California total of 82,864 tons; 1,559,384 cases. Thus, it is now confirmed that 1952 was the second best mackerel year in history for California, the top being 1935 with 1,761,236 cases.

With very little carryover from last year, and prospects not good for much production for the early mackerel crop, wholesale prices were firming. What little Pacific was left was quoted, f.o.b. west coast at $8.50 tall; Jack, $7.75, tall, representing an advanc of 50c for Pacific; 25c per case, Jack over last-of-the-year offerings.

Calpak at Oxnard To Can Anchovies

California Packing Corporation's Oxnard plant, (Plant 102), which was formerly owned by the San Carlos Canning Co., is now under the superintendency of J. B. Lukes, who reported in January that the cannery was ready to pack anchovies in oblongs, after alteration of existing equipment.

Changes and additions have also been made in the plant's reduction facilities. Two Fletcher basket centrifuges have been added, as well as two Sharples oil centrifuges. Modifications were made in the handling of meal and stickwater.

California Packing employs a fleet of small local net boats and some northern purse seiners. A plane has been used successfully in spotting schools of mackerel and anchovies. The use of a plane for spotting schools of bait has also proved profitable with the bait hauling boats out of Port Hueneme.

UREKA — 19 Million Lbs. Landed in 1952

Fishermen and operators at Eureka cked up a banner year for the port ring 1952 with a total catch run- ng to an estimated 19,946,958 unds including all species, based on atistics kept by the U. S. Fish and ildlife Service through its local rep- sentative, Mrs. Whitney Allyn.

Dragboat operators, as usual, pped the season's production, with total of 13,636,658 pounds deliv- ed at Eureka along with landings Crescent City and other northern alifornia points expected to swell e regional total. Generally speaking, was an excellent year for the trawl- g fleet basing on Humboldt Bay, ith virtually continuous operations roughout the season except for in- rruptions by rough weather, a few alts due to bargaining and other elays. Dover sole and the other vari- ies of sole led the list among the pecies, continuing a trend apparent ver a long period of years.

Outside the dragboat field, albacore nd crabs ran close competition for igh honors for the year, with salmon anking third.

Albacore fishermen experienced a record season with a total of 2,219,900 pounds, the peak occurring in late September when unusually heavy runs developed off the northern California-southern Oregon coast. At the height of the season more than 400 boats were working out of Humboldt Bay alone, with fishermen from southern California, Pacific Northwest, Canadian and Alaskan ports participating in the harvest. The price held fairly steady at around $300 per ton.

The Humboldt Bay crab catch ran to 3,236,000 pounds, a big year for the port. March topped the monthly deliveries with a total of 727,000 pounds. The season began in mid-December, 1951, continuing until July 31, 1952. Prices remained fairly stable throughout the season, ranging from 12 to 18 cents per pound.

Salmon fishermen delivered a total of 833,500 pounds at Eureka, a decline from the approximately one million pounds for 1951 and reflecting a more or less downward trend over a period of years. The catch was a far cry from the six million pounds delivered in the all-time record year of 1933. Prices ranged from 29 to 31 cents for large fish, 22 to 28 cents for smaller size, remaining quite stable during the season which extended from May to the end of September.

Halibut ranked at the bottom of the list, with total deliveries at Eureka of only 26,900 pounds, one of the poorest seasons on record.

The year saw, among other developments, initial experiments looking toward shrimp operations. The Snider Fish Company sent a boat out on two trips, netting a few hundred pounds in each instance. Further explorations were dropped after the experimental venture.

Slide Blocks Westhaven Channel

The main Westhaven channel through the fishing haven breakwaters at Westport, Grays Harbor, has been blocked by 70,000 cubic yards of sand carried from the east end of Point Chehalis by storms, Port of Grays Harbor officials reported early in January.

The Westhaven channel, they said, normally 16' deep, has silted in and bottom sands are above water at low tide. All fishing haven traffic is being routed around the end of the breakwaters. The coast guard has extinguished the navigation lights and signals marking the Westhaven channel.

The Corps of Army Engineers has asked for emergency funds to permit work on the alternate channel. Work on the main Westhaven Channel will be delayed until engineers have an opportunity to study the condition.

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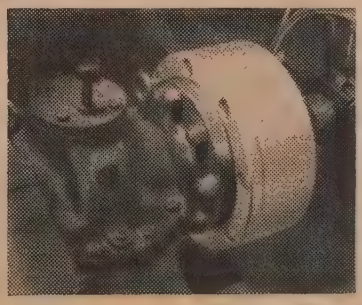

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For full information, get in touch with any of these West Coast representatives: Los Angeles—J. W. Minder Chain and Gear Co., 6011 Central Avenue . . . San Francisco—Adam Hill Co., 244-246 Ninth Street . . . Portland—Power Transmission Products, 1107 N. W. 14th Avenue . . . Seattle—Chain Gear, Incorporated, 822 First Avenue, South . . . Vancouver—Western Equipment Co., Ltd., 102 Main Street.

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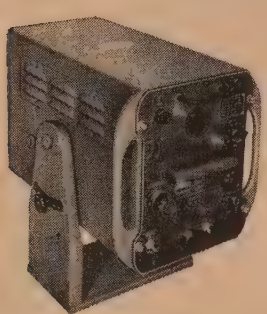
Pinpoint your most profitable fishing grounds with Sperry Loran



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The operation of Sperry Loran is simple. You get an easy *direct reading* automatically computed for you. There is no figuring to do and no technical knowledge is required. Loran, by measuring the difference in time of arrival of accurately synchronized radio pulses from transmitting stations on shore, gives you the exact position of the vessel quickly and accurately at any time, day or night.

A fix can be obtained in less than two minutes with Sperry *direct-reading* Loran. Such speedy and accurate information regarding the vessel's position is useful in preventing damage to nets and other gear.

Sperry Loran is backed by Sperry's extensive service organization. The nearest district office will gladly give you additional information.

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ack Lyons Drowns n Farragut Bay

Tragedy struck the George Lyons amily of Petersburg, Alaska when ack Lyons drowned at Farragut ay. He and his brother Neil were oing trapping. The accident occurred hen their plywood skiff tipped hrowing both boys into the icy aters. Neil was unable to save his rother despite his efforts. By using gas tank he managed to swim back o their boat, the *Crystal.* Knowing hat the shrimp boat *Charles W,* skipered by Ross Greinier was in the icinity he went to locate it. Greinier ent word into town which brought he *CG 52013* and Leon Hasbrouck's oat, *Wanita,* to the scene. The body as recovered by Greinier when he ut down the trawl. Besides his arents, Lyons is survived by seven rothers and two sisters. Funeral ervices were held at the Salvation rmy Chapel, Capt. George Lloyd onducting the services.

WEOWN" LOSES PROPELLER

The 48' *Weown,* out of Eureka, early came to disaster recently when he lost her propeller off the northrn California coast near Redding ock. She was towed to port at Eurka by the Coast Guard buoy tender *Magnolia.* The boat is owned by Cecil . Holland, Empire, Oregon, and skipered by Hal Bird.

NAMES MAKE NEWS

Back in old surroundings, when they visited Astoria recently, were Wally Smith and Clair (Red) Ward both of whom returned from Germany just before Christmas after spending 18 months in the Army. They were stationed at Wackernhiem, in an antiaircraft division. Both boys live in Coupeville, Wash. and are at present fishing in the Puget Sound area, out of Bellingham. Wally and Red were crewmen on the dragger *Madeline J* when they were in Astoria prior to their period in the service.

After almost 12 years, Otto Bumala, "fishermen's settlement and contact man," has terminated his employ at the New England Fish Co., Astoria. Otto is well known among the river fishermen as well as deep sea fishermen. His plans were indefinite but indicated taking a prolonged vacation.

Taking advantage of the winter lull from fishing is Eben Parker, Jr., operator of *Jimmy Boy* by reverting to an old love, the sport of playing basketball. Reports are that he is still doing O. K.

WHARFINGER VACATIONS

Wharfinger Irving Daniels, in charge of the Eureka Small Boat Basin, took advantage of the holiday season to enjoy a long postponed vacation. Port affairs were handled in his absence by his assistants Walter B. Pickling and Chris Jensen.

1952 COLUMBIA RIVER WINTER SALMON PROVE HIGH-GRADE, BUT FEW

Fine fish — but few in number — marked salmon catches on the Columbia River when the late-winter season opened Jan. 29, to run until March 1.

Catches were made principally in the lower reaches of the river; and all went to the fresh fish market. At presstime there appeared no likelihood of any canning or curing.

The season opened with buyers offering 35c, against 40c last year, for Chinooks in good condition. The bidding this year contained a new price of 20c per lb. for fish damaged by seals. Steelhead offer was 22c per lb., down from the 30c figure which opened the 1952 market.

DOUBLE LOBSTER TRAP

Lindwall Boat Works of Santa Barbara has developed a new type of lobster trap which is proving very successful for boats fishing out of that port.

The trap is constructed of galvanized wire and is built in two sections. One section has two funnel entrances, one on each side. There is another funnel entrance to the second section, which is called the "death trap." For ballast there is some 60 to 70 lbs. of cement on each end.

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INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

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onel-Fastened Fishing at Castagnolas' Pride

Cecilia is the newest member of the stagnola Bros. fleet of Santa Bar-a, which is extremely proud of fact that the 50′ boat is all-Monel tened. Albert Castagnola, manager the Castagnola Bros. wholesale fish siness, says the boat is solid, shows rust and is very easy to keep an. She was built by Lindwall Boat rks, Santa Barbara.

Victor Castagnola is skipper of the isel, Ben Acquistapace is engineer. ew: Rudy Randeros and Italo Cas-nola.

Shepherd Marine, of Los Angeles plied *Cecelia's* D13000 "Caterpil-" and also the D315 "Caterpillar" *Piave.* This last installation gives Castagnola Bros. an all-"Caterpil-" fleet: *Cecilia, Americo, Piave, El* and the *Linda.*

The new *Cecilia* (the old one was d to Mexican shrimp fisheries) eps 4, is V-bottom, has an 8′ draft, 14′ beam and carries 40 tons.

There is a Fisher radiotelephone, a ndix depth recorder; Wood Free-n Metal Marine Pilot.

Cecilia will gillnet in season, trawl h for shark, sardines and sea bass. stagnola Bros. are doing a good siness in lobster, soupfin shark vers go either to Washington Lab-atories or to Gooch Laboratories in Los Angeles). Albert Castagnola reports the livers have been running from $4 to $4.50 per pound. Santa Barbara had a poor swordfish and Albacore season.

Monel fastenings are used throughout "Cecilia," newest member of the Castagnola Brothers Santa Barbara fishing fleet. She is Caterpillar powered

Dragger "Stephanie" Lost

Stephanie, well known California trawler, skippered by Ignatius Pedone, went on a rock in Crescent City Harbor and was a total less.

Big Dragger Working Out of Monterey

The *Warrior,* 90′ dragger owned by Dick Maier, Coos Bay, Ore., is now trawling in Monterey Bay for the American Freezer Co., Monterey.

Warrior built in 1914 is said to be one of the first diesel powered boats on the Coast.

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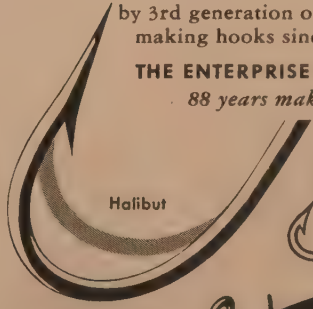

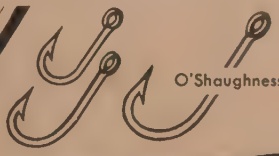

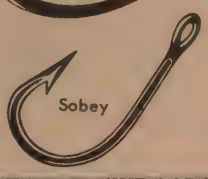

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Recording Model 1373-S

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Says **GILBERT MADRUGA**

Master of the Tuna Clipper AMERICAN CLIPPER

"We recently installed a shoal model FATHOMETER recorder on the tender aboard the *American Clipper.* The installation is portable with an extra transducer on the keel of the Clipper.

"The benefits received exceed our expectations. Used in the tender, it records schools of bait beautifully and gives us soundings so we know it is safe to take the Clipper up to the bait net. In the wheel house of the Clipper, it is excellent for showing schools of tuna and gives us exact bottom contours in shoal water. It is a good investment that will pay for itself many times over. Only wish we had it sooner."

GILBERT F. MADRUGA

FATHOMETER* CADET

Indicates depths from 1 foot to 160 feet, gives true definition at 900 soundings per minute. Finds fish, locates shoals, ledges, underwater hazards. Pays for itself in safety, faster trips, bigger hauls. Transducer may be bilge mounted; no dry docking, no holes in hull.

FATHOMETER* JR.
Recording Models 1373 and 1373S

Records contour and type of bottom on moving chart; length, density and depth of fish schools. Model 1373 with dual range 1 to 100 and 100 to 200 fathoms, Model 1373S with dual range in feet for shallow water soundings: 1-200 and 200-400 feet.

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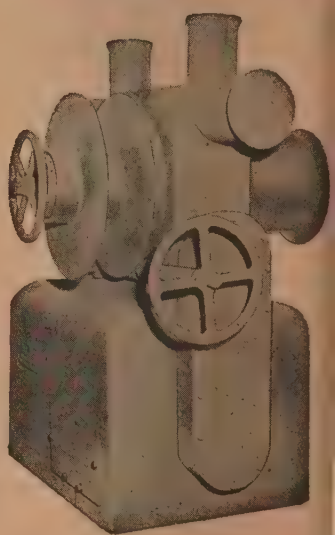

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ARNE STROM — HALDOR DAHL

Moss Landing—Monterey Bay

Fred Stellhorn, up from Los Angeles where he has been working, took advantage of the holiday season to copper bottom paint his boat, *Lillian.*

* * *

No definite tabulation of California licenses sold in 1952 is available yet but the number is thought to be less than last year. The poor albacore season in the south in 1951 kept many fishermen from the Northwest home. After the bumper crop of 1952 season, many regretted they had not made the trip, but that's fishing.

* * *

Captain Niles J. Millen is the new officer in charge of the Fish and Game Commission office in Monterey. He comes to this area from Terminal Island, taking the place of Captain Ellis Berry, who has been transferred to San Francisco.

* * *

Lee Faraola of the *Tommy Lee* has joined the merchant marine crew as deck officer on a boat operating in the Korean war zone. Lee kept his union card all the time he was a fisherman and thinks now he will make this a permanent position. He has placed his *Tommy Lee* for sale.

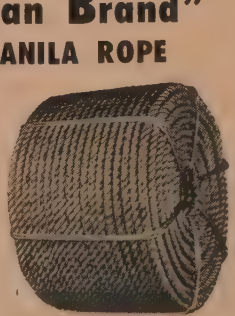
* * *

On a busman's holiday this correspondent visited the harbor of Morro Bay recently. After a big season in albacore, the fishermen are taking a well deserved rest. The local boats are tied up and all is quiet along the waterfront. Albacore were found in quantities not far offshore there this year which made the little harbor hum all fall. As is true of most of the ports, more space is needed there for mooring and the Morro Bay Commercial Fishermen's Association is busy trying to remedy that lack. An agreement has been reached between the county supervisors and the Association for a 200′ extension of the pier where the Coast Guard vessel *Alert* is docked. The construction would make the present pier, T shaped, adding mooring space. This would relieve congestion at the fishermen's association section of the dock when boats are waiting to unload.

This is the business end, or forming die, of the world's largest rope laying machine—a two-story device in American Manufacturing Company's Brooklyn, N. Y. mill. It will shape a rope up to 20 inches in circumference—thick as a man's leg.

"American Brand"
PURE MANILA ROPE

The experience of American in producing enormous ropes of super-strength is reflected in the exceptional ruggedness of the cordage supplied to the fishing industry.



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Feds Are Probing Fishing Boat Fires

U. S. Attorney Walter S. Binns of San Pedro has begun a probe into the destruction by fire of fishing boats out of Southern California ports during 1952.

Two witnesses were called before the federal grand jury to tell what they know about the boat-burning episodes. One of them was Robert Leinweber of San Diego. Specifically under probe at the hearing was the burning of the *Sao Joao* of San Diego off the coast of Costa Rica, according to newspaper reports.

Linen Thread Agent Visits Eastern Factories

Thomas L. Thompson, Pacific Northwest representative of The Linen Thread Co., returned to his Seattle headquarters late in January after an Eastern trip of several weeks. He spent some time in The Linen Thread Co. headquarters office at Paterson, N. J., and 10 days in the Baltimore plant, studying first-hand every phase of its fish net manufacturing operations.

He returned to the coast highly enthusiastic over the close quality control exercised in every step of manufacturing process.

Patterson Now "Super" For Westgate-California

Oliver Patterson has been named plant superintendent at Westgate-California Tuna Packing Company, succeeding Warren Enoch, resigned. "Ollie," long-time employee at Westgate, is working under William L. Robinson, vice president, charge of production.

GM Diesel
Case History No. 625-06

BOAT AND OWNER: "Sinbad," 2-year-old, 32-foot trawler built and owned by Mr. L. V. Laurents, Lake Arthur, Louisiana.

INSTALLATION: GM 2-71 turns 28"x22" wheel through 3:1 reduction gear. Boat and owner work for Office of Naval Research through Louisiana State University.

PERFORMANCE: GM Diesel gives "Sinbad" cruising speed of 9 knots, top speed of 11. Fuel consumption when trolling: 1 gallon an hour.

THIS DIESEL TROLLS ON A GALLON OF FUEL PER HOUR

"For economy and reliability at top demands, the General Motors Diesel is the sweetest engine I have ever owned," reports Skipper "Vin" Laurents, whose seafaring experience goes all the way back to square-riggers. Delivering power at every piston downstroke, the GM Diesel provides a surplus of smooth, dependable power in a smaller, more compact engine. It starts at the push of a button and burns fewer gallons of safe, low-cost Diesel fuel. In addition, ready availability of low-cost parts assures minimum down time. Get all the facts from your GM Diesel distributor.

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SINGLE ENGINES...32 to 275 H.P. MULTIPLE UNITS...Up to 840 H.P.

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Write for booklet, "A 50,000,000 Horsepower Insurance Policy," that tells you why

Petersburg Port Pick-ups

'our boats of the Petersburg fish- fleet were fishing in January. nard Martens on his boat *Loui M,* as crew members Martin Brue Jack Wanberg. Gorden Jensen on boat *Symphony,* was accompanied his wife and small daughter, Ing- d Ask and Oscar Sandvik. Magnus rtens on his boat the *Pamela Rae,* as crew members Lars Eide and nk Rayner. Skippering the *Arcade* s Lloyd Pederson, accompanied by mer Pederson and Bill Love.

Many fishermen have been turning to work on the new hospital in ersburg. This is all volunteer work l contributes largely to progress the hospital.

Kurt Nordgren and his wife flew ith to spend the holidays with his ther in Tacoma.

Mr. and Mrs. *Arnolf Trones* trav- d via Pan Am. to spend the holi- ys in the Puget Sound area, visit- his mother on Vashon and her rents at Olympia.

Bert Espeseth, part owner of the at *Bravo,* is building a new home d successfully beat the cold weather by getting most of the outside work done before the snows.

Another new home for a local fisherman is the one of *Louis G. Severson.* He too, beat Old Man Winter.

Bill Douglas, local gillnetter, and Mrs. Douglas have moved to Juneau, Alaska to make their home. He will be closer to the fishing grounds where he gillnets.

Two local fishermen traveling this winter to Norway are, *Magnus* and *Pete Simonsen.* They plan to be back in the spring in time for the fishing season.

R. L. Taylor and his wife, owners of the boat *Sequoia,* have purchased Whitney Island near Cape Fanshaw. Although this takes them farther from Petersburg, it brings them closer to civilization as they will have mail-boat service which they did not have at their previous home at "Five-Mile."

Ben Jensen is the proud father of a baby boy born in December. Ben has fished many years on the *Symphony,* owned and skippered by his brother Gorden Jensen.

First load of herring arriving in Petersburg in 1953 was on Jan. 13 from Ketchikan on the *Coral Sea.* This was unloaded at the Petersburg Cold Storage.

Miss Roxanne Swenson became the bride of *Harold Lee Jr.* Jan. 18, at Bayport, Minn. Mr. Lee has fished with his father *Harold Lee* for many years on his halibut boat the *Vesta.*

Shirley, owned and skippered by *Ray Thomassin,* left Petersburg the first week of February, for Seattle.

Petersburg mourned the loss of one of its outstanding citizens when death claimed *L. R. McDonald* on Jan. 23. He is survived by his wife and only daughter, Mrs. Lewellyn Swanson and three grandchildren. Mr. McDonald operated the Mitkof Marine Ways and many boats in Petersburg were made by his design.

Adolph Mathisen, owner of boat *Harmony,* flew to Juneau to attend the meetings of the Fishermen's Fund Committee.

WRECKED TRAWLER SALVAGED

The *Lincoln,* trawler owned and operated by Consolidated Fisheries, Inc., San Francisco, went on the rocks entering San Francisco Harbor in a dense fog. Considerable damage was done, but the craft is now being repaired at Sausalito Shipbuilding Co., Sausalito, Calif. Vince Dorio is skipper of the *Lincoln.*

ANCHOVIES NEAR SHORE

The small-boat fishing for anchovies out of Santa Barbara is now centering close to shore, between Gaviota and Ventura, reports George V. Castagnola whose fleet now includes the *Rex, Jubilee, Pelican* and *Santa Lucia.*

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$139

Lightweight Portable Power Pump; 1½" discharge intake; 1-¾ H.P. aircooled engine, for any dewatering job, spraying lawns, gardens, orchards. Ideal for fire protection, flushing and cleaning decks.

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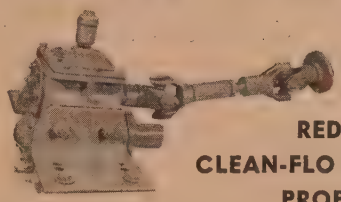

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QUARTERMASTER PILOT

Fish Escapement Aim of Columbia Season Changes

Interstate agreement on 1953 fishing seasons for the Columbia River was reached recently at a conference of the Oregon Fish Commission and Robert J. Schoettler, Washingon director of fisheries.

No major changes were made in the seasons, although a number of minor adjustments were decided upon in the interest of providing effective escapement for salmon through the several sections of the stream.

A major change reduced the Blueback season below Bonneville five days and above Bonneville seven days.

The seasons:

Salmon—Below Bonneville:

January 29, noon to March 1, noon; April 30, noon, to May 27, 6 a. m.; June 25, 6 a. m., to July 15, 6 a. m.; July 29, 6 a. m., to August 26, noon; September 10, noon, to December 1, noon.

Above Bonneville: January 29, noon, to March 1, noon; May 13, noon, to June 9, 6 a. m.; July 9, 6 a. m., to July 31, 6 a. m.; August 14, 6 a. m., to August 26, noon; September 10, to December 1, noon.

Weekend closures: March 1, August 1 from Saturday noon to Sunday 6 p. m.; August 26, Saturday 6 p. m. to Sunday 6 p. m.; September 16, November 30, Friday 6 p. m. to Sunday 6 p. m.

Shad — 1. Columbia below Bonneville, including Youngs Bay; April 30, noon, to May 27, 6 a. m.; June 10, 6 a. m., to July 1, 6 a. m.

2. Above Bonneville June 12, 6 a. m., to July 1, 6 a. m. 3. Willamette slough May 10 to June 10. Weekend closure from noon Saturday to 6 p. m. Sundays.

Smelt — No change from present regulation, except additional 12 hours closure running from midnight Wednesdays to noon Saturdays.

CRABBING ACTIVE IN NORTHERN CALIFORNIA

The turn of the year at Eureka found crabbing operations at Eureka and other northern California ports in full swing, as weather permitted. Storms, however, cut into production to a considerable extent.

Early in January the crab fishermen received a boost in price, with shoreside companies paying 14 cents for small crabs, 16 cents for large, up from the 12 cent flat rate that had prevailed since the opening in mid-December.

Crabs were reported of excellent quality and well up to standards of previous seasons.

Dissatisfied Gillnetters Form B. C. Association

A new organization, British Columbia Gillnetters Association, has been incorporated at Victoria, and plans to build up a substantial membership among fishermen who are dissatisfied with the leadership of the United Fishermen and Allied Workers Union.

The union has been the chief bargaining agency for most of the British Columbia fishermen for several years. Its frequent disagreement with operators deadlocked negotiations on several occasions last season, and resulted in a costly strike of salmon fishermen during the peak of the season. Inability to settle on prices of herring was also responsible for a complete shutdown of the herring fishery in British Columbia during the 1952-53 season.

Robert Karliner is president of the new association, and Frank Wilson is vice-president. Mr. Karliner declares there is dissatisfaction among gillnetters up and down the coast and that his organization has already recruited considerable support, especially in the Fraser River area and on Vancouver Island. He claims that two-thirds of the gillnetters in the province are not now members of the union.

Clyde Sewell, Atlantic & Pacific Fish Co., Salt Lake City, was a San Francisco visitor in February.

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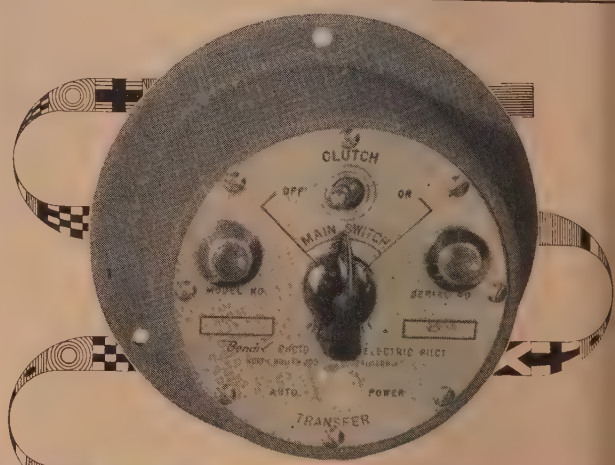

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DEPTH RECORDERS

DEPTH INDICATORS

laine Boat Basin Would Help Fleets f All Puget Sound

High hopes are held throughout the get Sound fishing fleet—and parularly that portion of it which cusmarily fishes the Point Roberts area that Congress will provide for the oposed improvement to the fishing at harbor at Blaine, as recommend- by the Board of Engineers for vers and Harbors.

This project is of interest to all hing vessels and small craft using e northerly waters of Puget Sound, d is not confined in its benefit to ssels resident at Blaine, as craft om all parts of Puget Sound fre- ently base there during the fishing ason. As a matter of fact, it is probly true that a far greater number non-resident vessels would make e of the improvement than those tually making Blaine their home rt.

The proposals call for expanding the isting small boat basin by dredging 12′ at mean lower low water and rea of 14.7 acres as a shoreward exnsion of the existing small boat asin. The entrance channel would e of the same depth, and 100 to 50′ wide. The extension would be rotected by a breakwater to the outh of the basin.

Cost is estimated at $354,800, with nnual maintenance cost of $8,000.

John M. Kelley has had Shepherd Marine nstall an RCA direction finder on his **alihini,** out of Point Loma, San Diego.

Alaska Negotiations Wait On Union Elections

Although there had been some preliminary and informal meetings through the first two months of the year, serious work on negotiating the fishery contracts for 1953 was not expected to get definitely under way until well into March. This was because of union elections, notably those of the Alaska Fishermen's Union.

The basic contracts between the Alaska Salmon Industry, Inc., and all of the unions with which it deals will have to be re-negotiated this spring, as they were re-opened on the initiative of the Industry; which had declared its desire to simplify the contracts in the interest of readier interpretation.

It is known also that the Industry negotiators believe that salmon canning costs can be substantially reduced by elimination of some of the contract provisions productive of varied interpretations and extravagances.

Effect of the elimination of federal wage controls on 1953 fishery negotiations could not be clearly discerned at presstime. There were nearly as many opinions as there were persons voicing them. In general, it was not anticipated that the action would have great effect, just as the controls themselves had been rather ineffective. Throughout their period of operation in the fisheries the Wage Stabilization Board had supinely approved virtually every hoist transgressing the controls in favor of labor.

Fishery Technologists Meet In B. C. March 19-21

The annual meeting of the Pacific Fishery Technologists Association will be held in Vancouver, B. C. March 19-21, with a program directed at four main subjects: new findings in fishery research; herring technology; establishment of standards of quality for fish; and education in fishery technology and consumer education.

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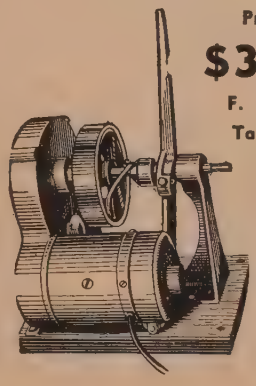

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FOR SALE: 51' purse seine type, built 1944, 100 HP diesel, automatic D.F., depthfinder, refrigerated bait tank, drag gear, 17 tons net. Reasonably priced. Address 1122 Chino St., Santa Barbara, Calif.

FOR SALE: One new Chrysler towing Sea Mule complete with boat. Write J. Drake, 135 Orchard Terrace, Bellingham, Wash. Phone 5017.

EXCELLENT OPPORTUNITY for experienced man to buy half interest in custom cannery, fishery, with smoke house and wholesale and retail business. Property rentals reasonable. Small capital required, can be partly furnished in labor. Write James D. L. Drake, 135 Orchard Terrace, Bellingham, Wash. Phone 5017.

FOR SALE: 16 skates of very good used halibut gear, halibut chute, buoy line. Sheave, some extra hooks and treated gangions. Also seine skiff, engine bed for smallest Universal, plywood construction. Ben Smith, Rt. 1, Box 39, Blaine, Wash. Phone Blaine 1311.

FOR SALE: 100 new crab pots $37.50 each. Victor O. Heath, West Linn, Oregon. Phone Oregon City 5680.

FOR SALE: 5 ton per hr. capacity fish reduction plant including cooker. Press, dryer and appurtenances located in Los Angeles Harbor area. Write to Frank Jerome, 4073 Bandini Blvd., Los Angeles 23, Calif.

FOR SALE: 35' troiler Aili, ideal Alaska boat, make good purse seiner, new, 2 man, 12 tons, 8 net, Cummins diesel, well equipped, extra heavy construction. Contact Schowe, 4200 S. W. Kanan or see at Nagel's Moorage, 3025 N. E. Marine Drive, Portland, Oregon.

FOR SALE: Canning equipment, unused new and new condition. Three-car retorts, trays and tray loaders. John C. Jackson, Inc., P. O. Box 306, Friday Harbor, Wash.

FOR SALE: 34' gillnet boat, 9' beam, 3 years old. Crown Chrysler. 1386 Markham Road Surrey, B. C. Write P. O. Box 428, New Westminster, B. C., CANADA.

FOR SALE OR CHARTER with option to buy. 86' power barge with quarters for nine. Equipped with either 1 lb. or ½ lb. line for salmon and crab. Ideal set-up for two boats fishing for salmon or crab. Reply Box 170, PACIFIC FISHERMANS NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: 80-ft. converted fishing vessel suitable for packer or Albacore Twin screw 671-GM Diesels. 110-volt electrical system, Northern anchor winch, electric cargo hoist, 35-ton ammonia refrigerated fish hold. Priced to sell. Write Box 171, PACIFIC FISHERMANS NEWS, 71 Columbia St., Seattle 4, Wash.

SITUATION WANTED: Young, aggressive man wants supervisory position packaged frozen fish production. Two years intensive experience all phases sea food production. College graduate. Best references. Married, two children. Write L. J. Bruce, 530 25th Ave., San Francisco, Calif.

FOR SALE: Boat 'Venture II" overall 46'4", beam 12'7" inside, 6.5 depth, galley on deck, fully equipped with DF, depth finder, telephone, automatic steering gear, new Caterpillar engine. Holds 16 tons, sleeps 4. Write Mrs. Gunnar Mord, 86 Montebello St., Chula Vista, Calif.

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165-foot codfish schooner "C. A. Thayer"
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20 Cape Cod fishing dories, with outboard motor wells
25 Johnson Sea-Horse outboard motors
One General Motors 6-71 Diesel auxiliary set, completely reconditioned and guaranteed. 120-volt, D.C.
Two 32-volt, 10 watt Northern radio telephones
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1—Swenson triple effect Stickwater Evaporator, with copper horizontal tubes, total heating surface 1320 sq. ft. Including connecting piping, condenser, pumps, supporting steel, etc.
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1—6' x 50' Louisville Rotary Steam Tube Dryer.
1—Davenport No. 3A Dewaterer.
2—5' x 40' direct heat Rotary Dryers.
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FOR SALE: Monk design fishing boat, 48'x13'10"x 5½', steel 4 yrs. old, 31 tons gross, fuel 2200 gal. (double bottom) water 500, completely equipped, sleeps 6, Atlas Diesel. Adaptable to any type fishing. C. M. Negstad, 1322 S. E. Madison, Portland, Ore.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new! Priced for quick sale. SHERMAN SUPPLY CO., 2456-1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FOR SALE: One conventional Pursing Winch with hardened gypsies forward and aft. Built 1951, Tacoma Boatbuilding. Used on six sets, practically new. Price $600. Communicate Blue Channel Corporation. Beaufort, South Carolina.

FOR SALE: Built 1948 finest construction—46' 20 ton Freon refrigeration, Gray Marine, Hercules auxiliary diesels, bait tank, radio, DF, sleeps 4. D. West, 1916 Malcolm Ave., Los Angeles, Phone: AR 3-9711

FOR SALE: 47' fishing vessel "The City of Pacific Grove" 5 years old. New GM 165 hp engine. 3:1 reduction gear. Equipped with fathometer, direction finder, and radio. Fish hatch holds 32 tons. Holds 2200 gals. fuel, 250 gals. water. Ideal for sardines, salmon and albacore. Priced at $14,000 for quick sale. S. A. Palma, 318 Monroe St., Monterey, Calif. Phone 2-1221.

FOR SALE: Machine Shop and supply business. Booming country, ideal location, leased property in Southeastern Alaska's largest boat harbor. Inventory over half asking price. Will accept boat as part $1000. Grid Machine Shop, Ketchikan, Alaska.

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M-193	$20.00	M-1067	$6.00
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...pping the List ...Tuna Seiners

...mong the steady producers of tuna ...the purse seine fleet during 1952 ...e the *Sea Pride, Stranger, Defense, ...den West, Arlene S, Marauder, ...stern Monarch, Vagabond, Pioneer, ...ifornia, Genevieve H, Columbia, ...rsha Ann, Betsy Ross* and the *Ron... M.*

...UND DEAD IN BUNK

...George Valverde, 22, was found ...d, presumably from a heart at... in his bunk aboard the tuna ...per *Columbus,* December 26. His ...ly was flown to San Diego from ...gdalena Bay. He lived in San ...go.

...RY'S BOAT SALES ...ME IS RESUMED

The boat brokerage firm of Carlson ...York has returned to the original ...me of Jerry's Boat Sales. Mr. Carl... has left the partnership and Matt ...tinovich, well known in Los Ange... Harbor as a fisherman and marine ...urance expert, has joined Bill York ...the operation of the business, which ...ll handle insurance as well as boat ...es and listings. The office of the ...mpany is Postoffice Building, Ter... nal Island.

..."JULIA G" RE-POWERED

...Anthony Parisi, San Francisco, has ...powered his combination boat *Julia ...*, a 40 footer, with a Chrysler ...own, 4-1 reduction and reverse gear, ...rchased from and installed by Boi... lli & Boss. He also purchased an ...qua Clear feeder from them.

Winter Storm Damages Northern Calif. Boats

Heavy toll was exacted from the fishing fleet basing at Trinidad, on the northern California coast, during a fierce storm in mid-January.

Among the principal victims was the barge *Shipmate* owned and operated by Sonny Crash, which was a total loss. Crash, who was aboard the craft, tried to keep her afloat after she broke her moorings, but lost control and the vessel was dashed onto shore, rupturing her keel.

The *Mary La Rossa,* owned by Monroe Guy, sustained a caved-in bow. The *Anna May,* owned by Andy Peterson, had her mast torn off and planking loosened.

The boats *Imp,* owned by George Corkan, and the *Jewel,* owned by Art Shipman, drifted together at the height of the storm, both sustaining considerable damage in the collision.

The four fishing vessels were brought to Eureka for repair at the Gillette Marine Ways.

INGVALD WICK DROWNS

Ingvald Wick, 65, a veteran Seattle troller, drowned in the waters of Salmon Bay about the middle of January. Circumstances are unknown. He had been missing from his boat for several days before his body floated nearby.

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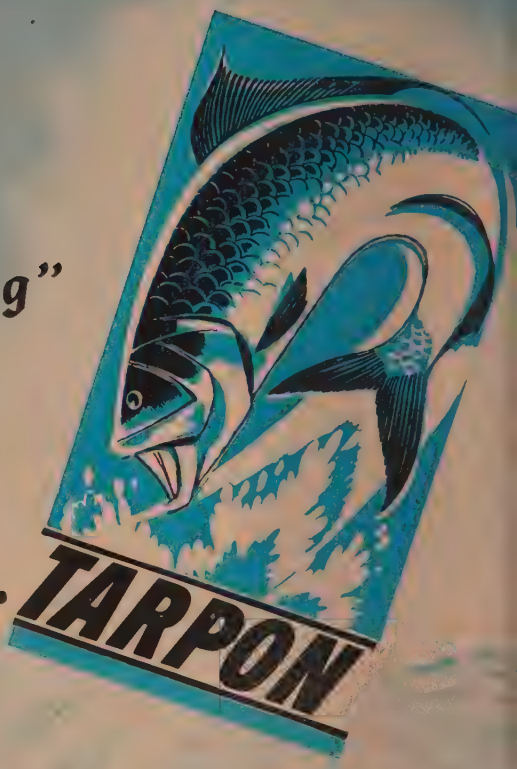
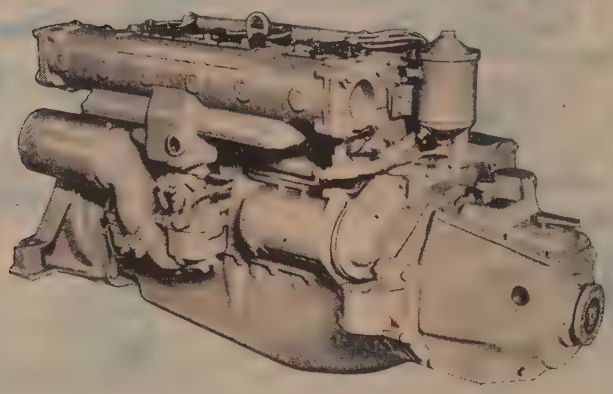


the 130 HP NORDBERG . . TARPON



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And you'll find the new Nordberg *TARPON* to be a gasoline marine engine that lives up to the kind of performance its name suggests.

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G253

Pacific Oceanic Fisheries Investigation staff members as Pacific Fisherman found them recently in Honolulu. Other members of the POFI staff were at sea on the research vessels "Manning," "Gilbert" and "Smith," operated by the Investigation. In the picture left to right: William Bosworth, assistant administrative officer; Terry Elliott, statistician; H. P. Smither, administrative officer; D. L. McKernan, chief biologist and assistant director; O. E. Sette, director; Harry Hinkle, assistant fleet captain; H. A. Akana, fleet captain.

Two Management Plans For Sardines, Mackerel, Anchovies

Two bills are before the California ate legislature to put sardines, jack d Pacific mackerel, and anchovy hing under a management plan.

One bill, by Assemblyman Vincent homas, San Pedro, would put this anagement in the hands of the Ma- he Research Committee; the other, Sen. J. Howard Williams, Porter- le, would vest the regulatory power the Fish & Game Commission.

Sportsmen are said to be against ssemblyman Thomas's bill because ere is said to be no representation r sportsmen on the Marine Research ommittee. The bill is also opposed the Fish & Game Commission, nich feels that it should make the gulations as well as administer the w.

As it is proposed now, the manage- ent plan would extend to June 1, 55. The Marine Research Commit- e would have the authority to reg- ate the taking and use of sardines, ck and Pacific mackerel, and an- ovies.

The season for sardines would be ug. 1-March 31 inclusive, for all of alifornia. However, the committee ould have the power to shorten the ason, so long as it is not less than continuous calendar days. At its ctober meeting the committee may ngthen the time established by it at s June meeting, providing that such me is not extended beyond March 31.

Subject to the establishment of a iota or "bag limit," as provided in e new proposal, jack mackerel, acific mackerel, and anchovies may taken for use by a packer or as ad bait at any time. Jack mackerel, acific mackerel, and anchovies, and sardines can be taken as live bait, subject to a "bag limit" at any time.

Reduction permits for sardines would be granted by the committee, but there would be no reduction of any of the other three species.

There was an urgency clause on the bill, and it was requested, that if passed, it would be effective May 1, 1953.

Bag limits for the various species would be set shortly after that.

B. C. Fishermen's Cooperative Reorganization Forecast

Financial and other difficulties experienced during the past year by the Fishermen's Co-operative Association operating in southern areas of British Columbia will probably lead to a general reorganization during the next few weeks.

Speaking in the House of Commons at Ottawa recently, J. L. Gibson, member for Comox-Alberni, reported that one of the largest fishery co-operatives in British Columbia had "gone bankrupt" as a result of marketing troubles. Mr. Gibson was referring to Fishermen's Co-operative Association, but spokesmen for that organization deny that it is bankrupt.

However, it is freely admitted that the co-operative has had a tough time and there has been considerable support for the proposal that it be taken under the managerial wing of the Prince Rupert Fishermen's Co-operative of which K. F. Harding is chief executive. Ultimate development may be formation of a co-operative representing all British Columbia rather than two or three regional bodies.

The prolonged fishermen's strikes of the past year hit the whole industry a severe blow, and the co-operatives were adversely affected along with the companies and independent fishermen.

Fishermen's Co-operative Federation, Vancouver, which is the marketing agency for the co-operatives is not affected.

Thumbs-Down on Tax Relief for Tuna Boats

The California state senate interim committee on state and local taxation holds that to give special tax relief to tuna and other commercial fishing boats over 50 tons gross register would be discriminatory and unfair.

The committee said in a report last month that the fishing industry economic troubles stem from foreign competition, and lowering the taxes would not help them.

Besides, exempting the commercial boats from property taxes or giving them preferential tax treatment might not be constitutional, said the committee.

Beside the tuna fleet, a number of purse seiners, trawlers, and other larger fishing vessels would have been affected.

$45 Per Ton Paid for San Francisco Anchovies

Aboiut 25 boats of various sizes have been fishing anchovies out of San Francisco. Fishermen are getting $45 per ton, and delivering to J.-D Packing Co., and Northern Packing Co., San Francisco.

Catches are being made just off the Golden Gate by the Lightship. Boats are under limits of 40 tons.

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FOOD FISH MARKETING
ection of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

March 1953

Salmon Sellers Set Sail For Chi with Confident Air

Primary salmon distributors de-rted from the National Canners d National Food Brokers conven-ons at the end of February in a od deal better frame of mind than ey did in 1952.

Their confidence came from a con-lent market. Pinks were firmly ed at $20, and becoming scarce at at figure. With a price $4 under nks, standard Chums were in good mand.

The manifest zest which the trade t out of the re-institution of Na-onal Canned Salmon Week, plus the t from the salmon canners' decision enter into a five-year national pub-city program for canned salmon, nt the salmon sellers off to the hicago conventions with more style their steps than has been noted for long time.

There was some material import ovement of British Columbia Pinks ring January, but there are sound dications that the supply of Cana-an Pinks which can be imported is rowing very thin. Moreover, Cana-ian operators, smarting under 1952 sses, are in no mood to make price ncessions.

Reds are to be had generally at $27, nd seem to be in comfortable supply. op advertised brands for this species re selling higher, of course, but there ems to be an entirely adequate sup-ly of Red fish at $27.

The halves Red situation is very ifferent. This item is scarce-to-gone. he production pendulum, which wung far too far to halves Red in 951, swung too far the other way the year following, and the stock at press-time was virtually exhausted. Some *may* still be available at $17.50, but adequate supplies at even a dollar higher are hard to find.

Some little disturbance in the Chum market resulted from limited offerings of sub-standard goods—sub-standard even by "fall" standards—at $14.50. The quantity was small and its effect fleeting.

All Canned Fish Freed of Price Control

Canned fish of all kinds was freed from federal price control in February. The move, however, was not expected to have any material effect upon pricing or marketing, as it is believed that all canned fish items of consequence have been selling well below ceiling prices for many months.

Canned fish products designed for pet food, fish meal, and other non-food fish products and by-products were not included in the de-control order.

Harry Matchett, formerly with Puget Sound Brokerage Co., is now with the sales department of G. P. Halferty Co., Seattle.

Shortage in Tuna Supply Forecast Before Lent Ends

A genuine shortage of canned tuna was fast-developing in February, and threatened to become acute by the end of April, when the first 1953 cycle of trips for the Southern California clipper and purse seine fleets should be completed.

Unless fishing improves from January and February conditions, observers at both San Diego and Los Angeles Harbors did not believe the first round of trips would yield more than 25,000 tons, or 1,000,000 cases.

January produced only 7,270 tons and 337,000 cases.

The estimated 2,000,000-case carry-over was practically all dissipated by the time the Chicago conventions were begun.

The American Tunaboat Association became a marketing cooperative in January and one reason for the raw-fish shortage during 1953's first quarter was the protracted negotiations which finally resulted in agreement on raw prices and other operating conditions.

Imports of raw tuna for January were just under 1,000 tons, of which half were Albacore from Japan; the balance being Yellowfin and Skipjack from Peru. February import arrivals were not expected to exceed this figure.

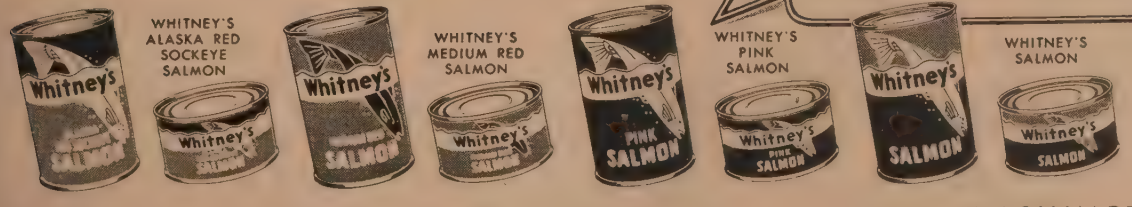
Wholesale quotations for both advertised and private label were firming. White meat, fancy, advertised, was advanced $1.00 per case; Light meat and chunks, around 50c.

Packs 5-oz. Anchovies

Sea Beach Packing Co., Monterey, Calif., Sal Palma, manager, has been busy packing anchovies this season. The company put in a 5-oz. line using American Can Co. closing machines.

A QUALITY CANNED SALMON FAMILY
UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ADVERTISING and a planned PROMOTION



WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

Luther Joins "Frionor"; N.F.I. Advances Goodrich

Henry H. Goodrich, vice president of the New England Fish Co. stationed on the Atlantic Coast with headquarters in New York City, was made chairman of the public relations committee of the National Fisheries Institute recently, succeeding Harold S. Luther.

Mr. Luther, who was assistant product manager for the Birdseye division of General Foods, recently was appointed sales manager of Norwegian Frozen Fish, Ltd., and felt obliged to resign the committee chairmanship because of pressure of his new duties. He makes his office with Oluf Holm, president of Norwegian Frozen Fish, Ltd., at 34 Exchange Place, Jersey City, N. J.

Calvert Named Treasurer

William Calvert, president of the Intercoastal Packing Co. and vice president of San Juan Fishing & Packing Co., in January was chosen as treasurer of the Republican state central committee for Washington.

William S. Jensen, president Fish & Oyster Co., Seattle, accompanied by Mrs. Jensen, sailed from San Francisco for the Hawaiian Islands in February.

"Star-Kist" Dinner, Noodles-and-Tuna, Introduced Nationally

Egg noodles and tuna, packed in 1-pound talls by a method developed by French Sardine Co. on which a patent is pending, entered the national market at the end of January.

The new product bears the Star-Kist label and is packed in the new Star-Kist No. 4 plant at Terminal Island. Tuna chunks are used in the pack.

J. G. Scharer, sales manager Star-Kist, says the new product tal tuna out of the strictly fish section a grocery store and puts it for first time in the ready-prepared fo sections of stores.

Star-Kist noodles and tuna is pric to compete with other "dinner" pr ucts and will sell at 27 to 29c on t Pacific Coast, shelf price, and fr 31 to 33c in the Middle West and the East.

The new product was first int duced to the seven western states December, taking hold immediately California where store stocks we exhausted before the month was f ished.

Early advertising in Southern Ca fornia papers on the new product fered the buyer a check to cover t purchase price of the first can of t noodle and tuna dinner on return the label to the Terminal Island offi The time-saving and budget-saving a pects of the new product are of cour emphasized in current advertising.

The label for the new can is Western Lithograph Co., Los Angele

Jack Bruce, son of **Gordon Bruce**, Po land Fish Co., Portland, Ore., is now sociated with the sales department of t Washington Fish & Oyster Co. of Ca fornia, San Francisco.

:Govern Appoints West Des Moines Outlet

. B. McGovern, president of Mc-ern & McGovern, Seattle canned non brokers, in February an-nced appointment of H. B. West es Co., 201 West Bldg., 131 Third eet, Des Moines, Iowa, as his firm's s outlet in that territory.

Ir. West was president of the O. B. st Company for 15 years, until it sold to the Pacific Gamble Robin- Company. During the war Mr. st was food administrator for the te of Iowa, and a little over a r ago became actively engaged in food brokerage business.

w-Duty Fillet Import uota Rises Again

An 8% increase in fillet imports at low rate of 1⅞c per lb. is pro-ed for in the Bureau of Customs ermination for the fillet trade in 3. The current year's low-duty ota represents an increase of 16% r the allocation for 1951.

n 1953 the low-duty quota is 33,-5,287 lbs., which is divided into arterly quantities. Thus each quar- 8,466,572 lbs. of fillets may be im-ted at 1⅞c per lb. Imports above s quantity in each quarter will take higher duty of 2½c per lb.

F. E. Booth Co., Inc., with fish canneries in San Francisco and Long Beach, and one of the Pacific Coast's pioneer sardine canning firms, has introduced a new "Crescent Brand" item, anchovies packed sardine style in tomato sauce in an 8-oz. oblong can. The label has been changed to blue and red lettering on a yellow background. Cans are provided by the American Can Co.

Collins Bros., well known San Francisco canned sea food distributors, and Boyd-Collins Co., affiliated frozen sea food distribution firm, have moved to new and larger quarters in the same building, 110 Market St., where they have had offices for a number of years.

The telephone number, YUkon 2-0900 remains the same.

Tom Lazio Organizes Sea Food Sales Firm

Tom Lazio, prominent northern California fish producer and wholesale fish dealer with plants in San Francisco and Eureka, has entered the fish brokerage business with Lazio Sea Food Co., 2363 Lombard St., San Francisco, and the phone is WEst 1-3282.

Manager of the company is Serge Cincotta, oldest son of Tony Cincotta, manager, Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment firm.

Lazio Sea Food Co. will merchandise the products of the Tom Lazio Fish Co., including Shelter Cove Brand canned tuna, crab meat, and salmon; Dungeness Brand vacuum packed crab meat; Shelter Cove Brand frozen fillets of rock fish, cod, sole and ocean perch; fresh and frozen fish, prawns, halibut, salmon, scallops, abalone and other items.

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Basil Holley, right, faces J. Thomas Trixler and S. P. Trixler. The three are new brokers for Van Camp Sea Food Company. The Trixler brothers are partners and have the Oregon and Southwest Washington territory, with offices in Portland. Holley covers Utah, Idaho, Western Wyoming, and Eastern Nevada, with headquarters in Salt Lake City. Previously they were district managers for Van Camp. The organizations are known as Trixler Brokerage Co. and Holley Brokerage Co.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at Presstime.

TUNA—		
Advertised Brands:		
White Meat, Fancy	$16.00	-
White Meat, Chunks	$14.00	-
Light Meat, Fancy	$15.00	$15.25
Light Meat, Chunks	$13.50	-
Light Meat, Grated	$ 9.75	-
Private Label:		
White Meat, Fancy	$15.00	-
Light Meat, Fancy	$13.50	-
Light Meat, Chunks	$12.00	-
Light Meat, Grated	$ 9.60	-
Light and Dark	$ 8.00	-
MACKEREL—		
Pacific, Tall, nat.	$ 8.50	-
Jack, Tall, nat.	$ 8.00	-
SARDINES—		
Ovals, t/s	$ 9.25*	-
*Ceiling. Not offered.		
SQUID—		
Brine, Tall	$ 5.00	-

Halferty About Again

G. P. Halferty, head of G. P. Halferty & Co. and Halferty Canneries Co., returned to active business at his Seattle headquarters early in February. A major operation to which he submitted about Christmas kept him away from his office for a time, but he was fully recovered before Lent.

Seley & Co. announces the appointment of **Richard R. Glowe** to the staff of the Los Angeles office, now in new and modern quarters in the Statler Center. Mr. Glowe recently completed six and a half years with the Nellis Feed Company, Chicago feed brokers.

H. G. Seaborn, Marketer Of Salmon, Succumbs

Henry G. Seaborn, vice president the Skinner & Eddy Corporation, for many years in charge of its s of canned salmon, died late in Ja ary in California, where he spending the winter. He was als vice president of the Alaska Pac Salmon Co., but had retired fr active participation in the affairs both companies some time ago.

Affiliated with the Skinner & Ed Corporation before it entered the s salmon business, Mr. Seaborn beca its sales manager with its acqu tion of fishery interests, and cont ued to direct sales policies for ma years.

Seattle Market

Prices openly quoted at presstime, case, f.o.b. Pacific terminals.

Item	Price
Red talls, 48	$27.00-3
Red talls, froz. 48	26.00
Red halves 48	17.50-1
Red, 4 lbs., 12s	28.00
Coho talls, 48s	20.00-2
Coho halves, 48s	12.00-1
Pink talls, 48s	20.00
Pink halves, 48s	11.00
Chum talls, 48s	16.00
Chum talls, fall grade	15.00
Chums, 4 lbs.	17.00

Walter Miller, formerly with CHB, later Dennison Foods is now associa with Durand Hart & Co., San Franci food distributors.

PREMIUM QUALITY! NATIONALLY ADVERTISED!
BREAST-O'-CHICKEN BRAND
Fancy Solid Pack TUNA
WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
CALL US WHEN YOU WANT TO BUY ICELANDIC OR DANISH FILLETS
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

SEA RANGER BRAND PINK SALMON
★ CANNED SALMON ★
A Dependable Source
Particularly Buyers Labels
GAVIN BROS INC.
COLMAN BLDG., SEATTLE 4.
CANNED SALMON, TUNA, CRABMEAT

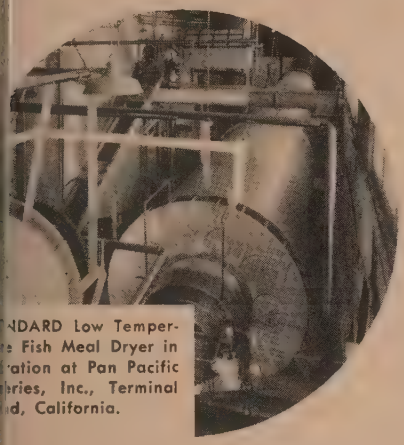
C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
SPOT LITE BRAND ALASKA PINK SALMON
MAIN 4464
Smith Tower, Seattle 4, Wash.

PRIORITY TUNA
CHUNK STYLE
Easy to Remember! Easier to Sell
J. R. BARRY & CO.
727 W. 7th, Los Angeles MA-6929
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel

there is no Finer Quality
OCEAN GLEN BRAND PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO
2000 ALASKAN WAY - SEATTLE 1, WAS

rfected **Low Temperature Drying of Fish Meal**

ANOTHER STANDARD FIRST



NDARD Low Temper-
e Fish Meal Dryer in
ration at Pan Pacific
heries, Inc., Terminal
nd, California.

A new and more efficient method of drying fish meal! As you might expect, it is a *Standard* development. For Standard has maintained its position of leadership in the fish processing industry for nearly half a century by consistently being first with the latest.

2% PROTEIN GAIN — 2½% MEAL GAIN

By actual laboratory tests, Standard's low temperature drying increases protein values at least 2% and yield of meal 2½%. Particles never heated above 160° F. — no scorching — no burnt odors.

Write today for full descriptive literature on low temperature drying and Standard Fish Meal and Oil Plants, Fish Canneries, Component Parts. World-wide installation and service.

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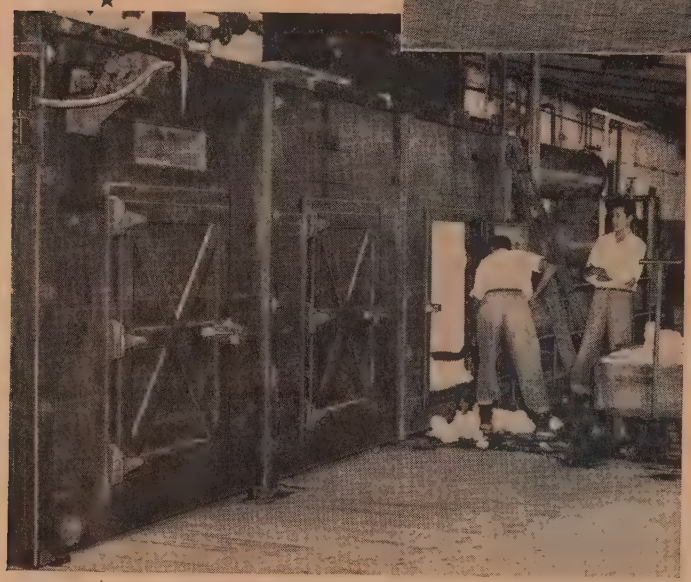
Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St. SEATTLE 4, U. S. A.

When they ice shrimp in Mexico...

It's VILTER Again



Shrimp are big business in Mexico, and new Mexican shrimp plants are as modern as they come. As an example, the plant of Pesquera E. Industrializadora De Guaymas, S. A., Guaymas, Sonora uses three 6-ton Vilter PakIcers, for icing shrimp. With their PakIcers, they can do a better icing job, and do it at costs far below purchased ice.

Vilter PakIcers are the ideal solution to the problem of cooling fish. Crystalform PakIce handles as easily as snow. Its uniform crystals fill in around the fish readily for a more thorough cooling job. PakIce acts as a blanket while it cools, insulating the fish against high temperatures. Add to those advantages the compactness of a PakIcer and operation costs far below purchased ice, and you can see why PakIce cools fish around the world.

Vilter Vertical PakIcers produce from one to six tons of PakIce in 24 hours. Vilter Horizontal PakIcers produce from 10 to 30 tons in that period. Vilter Briquette Presses can be used in conjunction with larger PakIcers when briquettes are desired. There is Vilter refrigeration equipment for every cooling need in the fishing industry.

Write for Bulletin 205 on Vilter Horizontal PakIcers or Bulletin 206 on Vilter Vertical PakIcers.

Vilter®

Your nearby Vilter Representative or Distributor will be glad to show you how Vilter refrigeration can help you. Remember, Vilter *knows* fishing.

REFRIGERATION and AIR CONDITIONING

THE VILTER MANUFACTURING COMPANY, MILWAUKEE 7, WIS.

Air Conditioning • Ammonia & Freon Compressors • Booster Compressors • Baudelot Coolers • Double Pipe Coolers • Blast Freezers • Evaporative & Shell & Tube Condensers • PakIcers • Pipe Coils • Valves & Fittings

"Deep Sea" Pioneering Bering Winter Fishery

Pioneering the late-winter K crab fishery of Bering Sea, the steel trawler *Deep Sea* sailed fr Seattle Jan. 22 in command of Ca Richard Berlin.

Lowell Wakefield, president Wakefield's Deep Sea Trawlers, I said the late-winter trip was be made for three primary purposes: to test the availability of crabs that time of year; (b) to determ the feasibility of fishing the Bering advance of the ice break-up; (c) replenish stocks of frozen crabm in advance of the Lenten season.

Deep Sea on occasion has fish crabs in The Sea as late as Decemb but this is believed to be the earli in the year that operations have be undertaken. Advices from northe stations at the time the trawler away indicated that the Bering S pack ice had not yet covered the where she expected to find crabs.

Capt. Berlin, who took the ves north, has been mate for a cou of years under Capt. William Bla ford. He hails from Anacortes, whe he grew-up as a boy with Mr. Wal field, the company's president.

Japanese Tuna Canners Seek Increased Quota

Japanese tuna canners are aski their government for a 30% increa in the quota on tuna exports to t United States. As the quota fixed the Japanese government for the months ending with March, 1953, w 1,000,000 cases of canned tuna—in a dition to exports of frozen tuna, course—the requested quota for 19 would be 1,300,000 cases.

The entire quota for the period en ing with March of this year w shipped during the first three-quarte of the twelvemonth.

Sardine Plants Canning Anchovies and Herring

Although a big catch, some 860 ton of anchovies were landed in Montere January 12, the month as a whole f anchovy packing was a poor one.

Eight canneries in the Montere Bay area were busy packing, as we three on San Francisco Bay.

The anchovy market was activ with demand good but supplies ligh Ovals in tomato sauce were selling f around $8.25, and 5-oz. cans in tomat sauce $8.

Herring was starting to run Tomales Bay, and fishermen were ge ting $35 per ton for them. Sma catches were reported.

J-D Packing Co., and Norther Packing Co., were packing herring San Francisco, and Oxnard Canner Inc., Monterey. It was reported th the Santa Cruz Canning Co., Mo Landing, was also going to can he ring.

ains and Costs of B. C. Fish Strikes

Strike	Duration	Gains	Estimated Cost
ing	April 1 to May 1	Nothing	51 boat crewmen lost from $400 to $700 each; 65 plant workers lost $300 each
	April 18 to July 1	Nothing	100 fishermen lost $1000 each
on	July 20 to July 24	½c on pinks: $40 per fisherman per season	300 west coast seiners lost $1000 each 1400 gillnetters lost $500 each Plant workers lost one week's employment
on l Chum	Sept. 1 to Oct. 18	Nothing	Entire salmon seine and gillnet fleet lost from $1000 to $1500 per man Plant workers lost $400 each Tendermen lost $500 each
ng	Nov. 1—	Nothing	1000 herring fishermen and tendermen lost from $2500 to $3000 each Reduction plant workers lost $750 each

is presentation of the 1952 fisheries strike results in Canada was prepared by the eries Association of British Columbia. Obviously, the figures given for losses sus- ed by the strikers are not exact, but the association believes they are close nates. It computes that the herring strike alone took $8,000,000 out of the British mbia economy.

man Joins Haslam, ndling Fish Products

. H. Gilman, formerly with the meal and oil department, Balfour, hrie & Co., San Francisco, is now ciated with R. E. Haslam Co., 1 mm St., San Francisco.

. E. Haslam & Co., a new organi- on, are brokers and principals in , oils and animal feeds, animal eins, and vegetable concentrates. r. Gilman will handle the fish meal oil department of the company.

Wafico and Cumberson Handle Bendiksen Oysters

Earl Bendiksen, and George Esveldt, E. H. Bendiksen Co., Seattle, Nahcotta and South Bend were San Francisco visitors last month.

Washington Fish & Oyster Co. of California was appointed northern California distributor for Bendiksen fresh oysters and the C. F. Cumberson Co., San Francisco, was appointed northern California distributors for the frozen line of oysters.

THE ONLY WAY TO COMPETE WITH

Archer "S"

IS BY USING

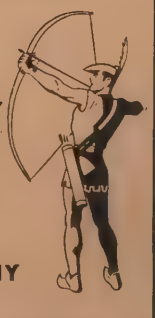
Archer "S"

America's Finest

SOYBEAN SALAD OIL

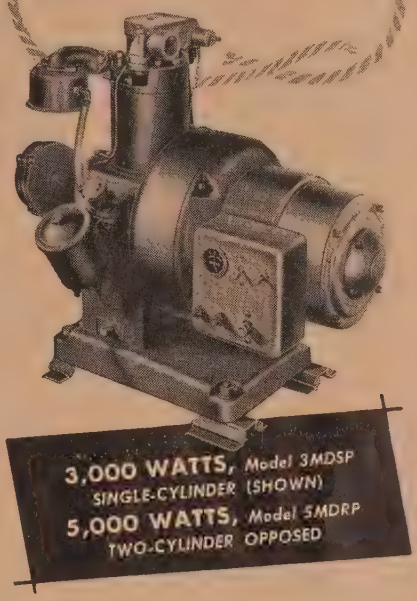
PREMIUM FLAVOR AT NO EXTRA COST!

Refined deodorized and winterized by continuous vacuum process



ARCHER·DANIELS·MIDLAND COMPANY
MINNEAPOLIS 2, MINNESOTA

ONAN *Announces*
Two New Diesel
Marine
ELECTRIC
PLANTS
(WATER-COOLED)



Here's dependable, low-cost electric light and power for more efficient operation, more comfort aboard your craft. Plant starts at the push of a button, supplying electricity for radio, lights, pumps, ventilators, refrigerator and other equipment.

Designed for marine use, these Onan water-cooled Diesel Electric Plants are unusually compact with clean design, simplifying installation. Operate economically on a variety of Diesel fuels.

Both the 3KW and 5DW models in all standard A.C. voltages; 32-volt, 3KW battery charger.

True Marine Features

Power-take-off shaft • Engine and generator direct-connected • Corrosion-resistant generator and controls • Rubber impeller water pump • Water-cooled muffler • Vibration dampeners • Air-intake silencer • Low oil pressure cut-off • High water temperature cut-off • Easy electric starting.

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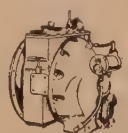
551 Mission St., San Francisco, Calif.
218 N. Avalon Blvd., Wilmington, Calif.

RELIABLE

"S-N MARINE GEARS have always given me 100% satisfaction ..."

... says fleet owner Charles Ludwig of the Ludwig Shrimp Company, Miami, Florida. His shrimp trawler, the Micheal Angelo (designed for Campeche Bay shrimping) is powered by a 120 H.P. Caterpillar Diesel with S-N marine gears. This unit has a **double cone clutch** working in a bath of oil assuring smooth operation and long life. The reverse unit transmits 100% of engine speeds through the 3:1 ratio S-N heavy duty **herringbone** reduction gear. Always reliable, the S-N balanced gear train assures long, trouble-free service under all conditions.



S-N Manual — Hydraulic — Air Operated Gears
On the Finest Marine Engines 4 to 1000 H.P.

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FOR NEARLY HALF A CENTURY

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When you ship green wate

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U. S. Rubber Raynster workmanship means built-in dryness. They're vulcanized—really watertight at seams and closing. Rubber compounds provide resistance to abrasions, sun, cold, and the Neoprene Peerless has additional resistance to oils and acids. Roomy, for action-comfort and longer wear.

U. S. RUFF-N-TUFF EUREKA SUIT
- inside fly front
- rust-resistant ball, socket fasteners
- underarm ventilation
- overalls: bib front, elastic suspenders

U. S. SQUAM HAT
- reinforced water-shed brim

BLACK EUREKA BOOT
- duck lined, "shockproof", thigh-high

U. S. PEERLESS NEOPRENE SUIT
- neoprene outside, inside
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U. S. SQUAM HAT
- reinforced water-shed brim
- chin strap

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U. S. INDUSTRIAL **RAYNSTERS**®

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UNITED STATES RUBBER COMPANY
Rockefeller Center • New York

...T. Salmon Canners ...lect Lind President

...I. Lind was re-elected president ... Northwest Salmon Canners As... ...ion at its annual meeting late ...nuary. He is assistant secretary ... Alaska Year Round Canneries ...nd the General Fish Co.

...arles Turner, vice president and ...al superintendent of the Kodiak ...ries Co. and the Chignik Fisher... ...o., was re-elected vice president; ...J. E. Brennen, president of the ...es Packing Co. was re-elected ...tary.

...istees elected were: W. A. Estus, ... Inlet Packing Co.; Joseph Fri..., Snug Harbor Packing Co.; ... Hanover, Egegik Packing Co.; ...nce Payne, Ellamar Packing Co. ...Ketchikan Packing Co.; William ...e, Annette Islands Packing Co.; ...y Emard, Emard Packing Co.; ... Murray, Bristol Bay Packing

...side the election, the annual ...ing was featured by a presenta... ... of the program and promotion ...National Canned Salmon Week, ...issed by James Stevens of the ...nic Sales Co., secretary-treasurer ...he Canned Salmon Week Com... ...ee, headed by L. A. Petersen, and ...posed beside of E. B. McGovern, ...er P. Shiel, Fred A. Gosse, E. O. ... and Walter Meredith.

In recognition of the service of the School of Fisheries, University of Washington, to the fishing industry, and to encourage technological research in fishing science, Lawrence Calvert, president of the San Juan Fishing & Packing Co., recently announced that the company was awarding a $600 scholarship to Charles M. Good, a graduate student in fisheries technology. In this photograph Mr. Calvert looks over Good's shoulder as he demonstrates a protein research procedure. Next to Mr. Calvert is E. A. Ruthford, San Juan vice president; and on the left Dr. Richard Van Cleve, director of the School of Fisheries.

...TROLLERS!

BE WISE
BE THRIFTY
BE SURE—

HAVE THE BEST GEAR!
Use

...YLON
...BAIT
...RRING
...TTING
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...DE UP
...TO
...YOUR
...RDER

- KERMATH ENGINES and PARTS
- SMITH Marine Paints and Varnishes
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- WILCOX-CRITTENDEN Marine Hardware
- BIBB Porterdale Seine Twine
- CANADIAN WONDER Trolling Spoons
- TUBBS Cordage and Ropes
- MUSTAD and MILWARD HOOKS
- EXIDE Batteries
- BALTIMORE Copper Paints
- COLUMBIAN PROPELLERS
- CROSBY Wire Rope CLIPS
- MONOFILAMENT NYLON LEADER LINE
- GODFREY Corrosion Collars
- NEOPRENE-LATEX and OILED CLOTHING
- RUBBER BOOTS
- COMPLETE TROLLING GEAR

MARINE SUPPLIES
SUNDE & d'EVERS Co.
COLMAN DOCK SUN-DE & DE-VARE SEATTLE, WASH.

ALSO AT FISHERMAN'S DOCK, SEATTLE
ROOM 204, TERMINAL BLDG.

For Diesel, it's GUNDERSON BROS.!

GM GENERAL MOTORS DIESEL POWER

WILBUR SMITH chose GM Diesel PROVEN POWER for the 60-foot towboat "HUSKY" he is building at Rainier, Oregon. Gunderson Bros. furnished three 62200 GM units.

IT'S HERE!

Brilliant new GM Diesel 51 Series for Marine Application — small and medium craft. Max. 87 h.p. at 3000 RPM, Continuous 54 h.p. at 2200 RPM.

Compact GM Diesel Power available in Single Units 16 to 275 h. p.; Multiple Units up to 840 h. p.

RECENT INSTALLATIONS
of GM Diesel Marine Units by Gunderson Bros. and their dealers:

PLEASURE CRAFT
Robert Wertheimer, Longview, Wn. Two 62200RA
Howard Irwin, Coos Bay, Ore. Two 62200RA

FISH BOATS
A. J. Conger, Astoria, Ore. One 62200RA
Frank Sutton, Estacada, Ore. One 4071A

WORK BOATS
Hilstrom Shipbuilding, Coos Bay, Ore One 2071A
Maddox Boat Works, West Linn, Ore. Two 3071A
Al Bernert, Willamette, Ore One 62200RA . . . One 120018
Smith Construction, Stevenson, Wash. One 62200RA
Weyerhaeuser Timber Co., Raymond, Wash One 62200RA
Western Transportation Co., Portland, Ore One 62200RA

GUNDERSON BROS.
ENGINEERING CORPORATION Equipment Division
225 N. W. 14th PORTLAND 9, OREGON • 2200 W. 6th EUGENE, OREGON

"Tailored" Escapement—

Race and Timing Key To Peak Productivity

With astonishing frankness for a scientific paper, Loyd A. Royal, director of the Fraser River Sockeye salmon enterprise of the United States and Canada, currently reveals concepts and principles upon which are based today's approach to economic utilization along with biological rebuilding of that resource.

He shows how a growing understanding of racial and environmental factors makes possible selective escapement, "tailored" for maximum productivity; and how present fishing seasons are set to give adequate seeding by the most effective spawners.

The formal title of his paper is "The Effect of Regulatory Selectivity on the Productivity of Fraser River Sockeye." Its main theme is devoted to showing how extension of Man's understanding of Sockeye biology has dictated revision of fishing periods as to races and timing, while assuring escapement from the peak of the run, because this peak is composed of the most productive spawners.

The concept of extra productivity inherent in the fish composing the peak of the run, and of the special value of escapement secured from the peak, meshes perfectly with the findings of Dr. W. F. Thompson, director of the Fisheries Research Institute, whose studies of the Bristol Bay Red salmon are endowed by Alaska salmon operators as a contribution to Man's knowledge of one of Earth's great food resources. knowledge of one of Earth's great food resources.

Following compact condensation of Mr. Royal's discourse will suggest to fishermen the "why" behind the pattern of the Fraser River fishing seasons; and will underline for other administrators the concept of peak productivity and its courageous application to conservation.

REGULATION of the fishery must be based on the consideration of race as a unit," Mr. Royal declares, and shows how early regulations failed in this respect.

1. "Regulation of the Fraser River in the early years provided a closed season from from Aug. 25 to Sept. 15 to obtain escapement from *all* of the races.

("Current knowledge of racial migrations proves that the majority of the races received no benefit from this closure because they passed through the fishery prior to the date of the closure.")

2. "The weekly closed season for many years was of 48-hour duration."

Current findings indicate that:

(a) "98% of the migrating fish are taken during open periods of fishing."

(b) "Little escapement occurs until 30 hours of closure have elapsed."

(Current weekly closed periods are of 76-hour duration.")

Beginning in 1946, and for five years thereafter, fishing was closed until July 25 in American waters and August 8 in Canadian. This "season afforded either complete or increased protection to all races except the South Thompson run," and was the result of "increased knowledge regarding the racial segregation of the Fraser River Sockeye population which made it possible to accomplish the needed increase in specific racial escapements *without seriously curtailing the annual catch.*"

Accumulating knowledge of the racial composition of the Fraser run, and the timing of the migrations of the several races, in 1951 permitted exploitation by the fishery of *all* the races under a program "restricted fishing on all races at a level which, calculated on previously indicated productivity levels . . . would allow for *some* catch while permitting any needed increase in escapements.

"The increase in *both* the catch and the escapement in 1951 is justification for maintaining a continuing assessment of racial productivity.

Studying the cycle return from e capements before and after constru tion of the Hell's Gate fishways, M Royal finds: "The rate of *productivit* of the escapement using the fishway was *twice* that of the escapemer passing Hell's Gate obstruction pri to the operation of the fishways . . *Hell's Gate fishways are merely means of permitting the allowed e capement to reach the spawnin grounds in a normal manner.*"

"Both the construction of the fish ways and closure of the fishery durin racial migrations have been major sc entific accomplishments in manage ment . . . However, they do not involv the detailed knowledge of the dy namics of racial populations that ma be required to restore entirely extinc racial populations, or to maintain ex isting racial populations at the high est level of productivity while sub jecting them to one of the most in tense and complicated fisheries in th world."

Findings on Environment. Timing and Productivity

In view of these facts, "an intensiv search was started in 1949 for knowl edge regarding the dynamics contro ling *racial function and productivity*

This study already has demon strated:

1. "All races tend to spawn on th falling portion of the water tempera ture cycle . . . and at a temperatur between 55 and 45° F. Peak spawnin usually occurs at 50° F."

2. "Timing of the migration of eac race appears closely related to both (a) the timing of the environmenta cycle (water temperature) in th reproductive area (spawning ground) and (2) to the distance the latter is from the sea."

3. "Temporary and local variation in weather conditions which result i abnormally high temperatures caus extensive mortality in unspawne adults."

4. "High mortality results whe eggs are incubated at low tempera tures."

"THUS, water temperature is in dicated as one of the major limitin factors, if not *the* limiting factor, i the timing of spawning."

Two Basic Concepts for Understanding Productivity

From these demonstrations, an others related to them, have deve

wo basic concepts upon which shery and biological manage- of the Fraser Sockeye popula- s now based. These concepts oyal states thus:

The character of migration of is related to the character of vironmental cycle in the repro- e area (water temperature on awning beds), the timing being lled indirectly by the solar hence, the *maintenance of max- productivity in a fishery de- upon the maintenance of nor- in the character of the escape-*

Only the main part of the racial bility curve is properly related normal reproduction cycle; and ills' consist of abnormalities not ly timed with the reproduction (In other words, the most pro- e fish are those of the peak of n, which arrive on the spawn- ounds at the normal, best-suited The early fish reach the gravels water temperatures are too and the late fish when they are w, for most productive spawn-

to Distinguish Races in the Run?

he run of salmon to a great river n the races are intermingled to siderable degree, and hitherto s not be possible to distinguish until they turn from the main n into the tributary which is racial home.

ans of distinguishing the races e run as they are sampled in shery is one of the dreams of the n biologist. Various methods been tried and have failed, but Royal reports that currently his is having success with a method on the number of circuli, or s," in the portion of the salmon formed during the freshwater nce of the fish. He says: "Tem- ily at least, the method is prov- ery successful in the isolation of of the races each year." Neces- there is some overlapping e the counts of comparatively ings must serve to identify nu- us races. However, it is progress. reover, the method makes it pos- for Mr. Royal to say "Where ation is not interfered with, and not hesitate at any point, there negligible amount of mixing." ... weekly closed period escapement its identity throughout the peri- migration."

ilored Escapement" s for Management

is on the determinations outlined e that Mr. Royal explains the for the present-day management od by which he seeks *productive* pement by timing of fishing peri- and long weekly closures. He s it in these words:

'Thus, with (a) no indication of significant mixing of individuals on a given race from fishery to spawning, and with (b) a known consistency in the timing of their annual and cyclic migration, and (c) a measured consistency in the timing of the environmental cycle, we can assume that—

"Any change in the character of the escapement caused by the fishery may have a detrimental effect on productivity, although numerically the escapement might appear adequate for the physical limitations of the spawning area.

"If the numerically and physically adequate escapement is obtained from either the beginning or end of the run, such an escapement may have a low rate of productivity, since it may not be timed with the optimum reproductive environment. . . .

"Regulations for escapement are now predicated . . . upon the requirement that the maximum portion of the racial escapement must come from the peak of the run of that race."

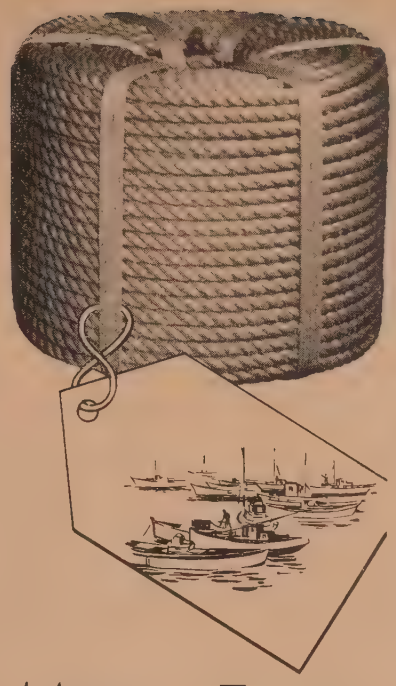
"While productivity may still fluctuate with local and temporarily abnormal environmental conditions, the numerical size of the required escapement for each spawning area does not vary. . . . If (a) *the size of a racial population can be determined in the fishery,* and if (b) *the spawning limitations are fixed,* it would be *an economic waste to allow too few or too many fish* to reach the spawning ground." (Editor's Note—This is restatement of Dr. W. F. Thompson's more dramatic declaration: *"Over-spawning and under-spawning — the twin daughters of ignorance.")*

Balancing the Catch By Racial Segregation

Progress in separating the braided races of the run by sampling in the fishery not only is of immense importance in securing peak productivity in racial escapements, but also is of the greatest assistance in economic management, particularly in seeking equal division of the catch between Americans and Canadians. Mr. Royal brings this out:

"Regulations for dividing the catch are based upon (a) rough prediction of the incoming population by races, (b) anticipated intensity of the gear, and (c) the anticipated needs of the individual spawning grounds . . . Our methods are not perfect, but they are improving as additional studies are made.

"A special 24-hour closure of the Canadian fishery during the peak of the migration of the Chilko race in 1952 resulted in a badly needed escapement, and provided almost equal division of the catch between the two countries. The final Sockeye catch figures for 1952 are: 1,154,000 fish for Canada, and 1,113,000 fish for the United States."



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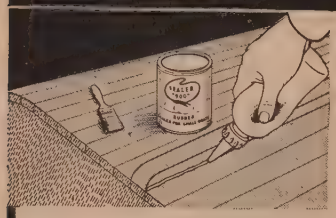

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Rubber base grit for inside bottoms of small boats. Also for decks, catwalks, companionways, ramps, ladders, etc. on larger craft. Applied with brush or trowel.

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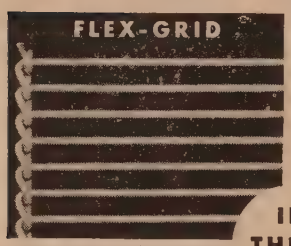

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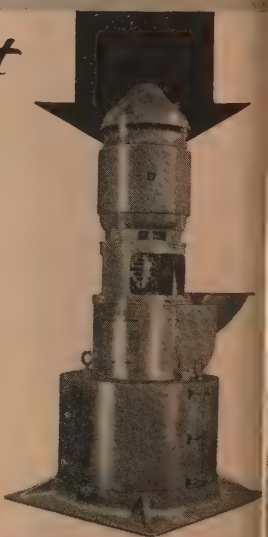

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Built in 4 sizes with replaceable hammers and interchangeable screens.

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rlson Thinks Gruening alt with Unfairly

. Chester Carlson, generally wn in Alaska as "Red" Carlson, es exception to *Pacific Fisherman's* vember appraisal of Ernest Gruen- his administration as Governor of ska, and the effect of that admin- ation upon the economy of Alaska. n accord with Mr. Carlson's re- st we publish his letter; but with- comment, feeling that the people Alaska settled the argument fully fall in their thunderous repudi- n of Mr. Gruening and virtually ry person he supported for terri- al office.

Ir. Carlson's letter in full:

After reading your leading edi- al in the November *Pacific Fish- an,* your not being satisfied with t and again bringing the matter in December issue of your maga- e, of the elections' effect on the eries. Your statements, especially he November issue, should not go nswered or unchallenged.

First in defense of our Governor, Honerable Ernest E. Gruening. I erely challenge you to compare at he has done and tried to do the Territory with all the other vernors appointed since I have been esident of the Territory which, to exact, is exactly thirty-seven years, only time I was absent for any gth of time being when I served he U. S. Navy during World War I. m interested in Alaska because it my home, and in politics because I a Democrat.

Our Governor Gruening has fought Statehood, Territorial control of heries, elimination of Fish Traps, ter and cheaper transportation, ools, roads and, in other words, rything that is progressive and t what we have been trying to get years.

The 1949 and 1951 Territorial Leg- ature which you so decidedly took task, and of which I happened to ve been a member: just those two sions took the Territory out of the , passed sufficient revenue meas- s to balance the budget, and put Territory in the black and in very od shape financially.

I want to think of you and believe t you are the same publication that ably came to the defense of the ning territory when the encroach- nt of our fisheries by the Japs was covered in 1937.

I want to believe that you also ieve, and that you are in full ac- d with our efforts to rid this coun- of the unjust exploitation of our eries by the fishtrap which issue ssed by a referendum vote of more an eight to one. Also the Statehood ferendum which passed by a very bstantial majority.

I personally am getting tired of ading what should be done for this untry by non-residents and by those whose only acquaintance with the Territory, or its problems, is gained by a short trip, or by just looking at the map.

"We have come of age and we are entitled to different treatment than that accorded us by Congress. Why havnt we got Statehood which would give us control of our Fisheries and give us control of our own economy and a chance to work out our own destiny? The answer is, reactionary Republicans controlling the Congress. We compare favorably with the Satelites that revolve around the Soviet Union in-so-far as having a voice politically.

"I sincerely hope that Governor Gruening and other members of the 1949 and 1951 Legislatures will also answer your publication. The Governor will be able to give you the pertinent facts of all the progressive legislation that has been, or attempted to have been passed, during his regime.

"You and "your creatures" can name no one with the Stature of Governor Gruening that can fill the vacancy which I am afraid will occur soon in the Governor's office in Juneau.

"It is not the wish of the writer to carry on a lengthy correspondence with the Editor of the *Pacific Fisherman* and only ask that he qualify his editorials with something other than misrepresentations and untruths.

"Please publish the above in your next issue of the *Pacific Fisherman.*"

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Horsepower for horsepower, you can't buy a better marine engine for smooth, dependable operation and *more* years of hard service at low upkeep cost than a compact, power-packed Chris-Craft! Read what this user says:

S. Howard Minor, Jr.

"Performance of the twin Chris-Craft 95 h.p. Marine Engines in my fast, new 30-ft. Sportfisherman, *Ya-Hee*, is wonderful!" says S. Howard Minor, Jr., Vice-President and General Manager of H & M Sportfishers, Inc., San Diego, Calif. "Never have I been so well pleased during the 20 years I've owned boats! The *Ya-Hee's* compact Chris-Craft 95's have been a big factor in making an outstanding catch of 21 marlin in 38 trips for the 1952 marlin season (San Diego, Calif., area). So outstanding are Chris-Craft Marine Engines that I wouldn't hesitate to give them my unqualified recommendation for *top* marine performance!"

Chris-Craft Marine Engines are available in 60, 95, 105, 120, 130, 131, 145, 158 and 160 h.p. with reduction drives and opposite rotation for most models. See your Chris-Craft Dealer or mail coupon for FREE catalog today! Buy NOW!

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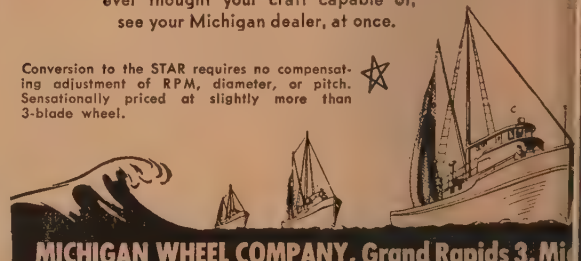
Developed over a period of nearly two y for those 60' to 85' craft with intense vibration and standard performance that even the finest 3-b propeller can't cure. Numerous tests show the STAR 3 9% better in: Speed, running light; Speed, running u tow; Fuel consumption; and Vibration practically elimina If you want smoother, far better performance than ever thought your craft capable of, see your Michigan dealer, at once.

Conversion to the STAR requires no compensating adjustment of RPM, diameter, or pitch. Sensationally priced at slightly more than 3-blade wheel.



MICHIGAN WHEEL COMPANY, Grand Rapids 3, Mi

. Packers and P.A.F. ort Losses in 1952

vo of the largest fish packing es in the world—British Columbia kers, Ltd., and Pacific American eries, Inc.—late in January re- ed 1952 losses, and omitted the lends usually declared.

itish Columbia Packers, Ltd., in ting the 37½c dividend usually ared early in the year said that eport for the fiscal year ending ch 31, 1953, would show an oper- g loss. This condition was at- ited to the 1952 series of strikes he salmon and herring fisheries; he loss of British market for ed salmon; to the severe decline rice of fish and whale oils; and e effect of premium pricing of the adian dollar on fresh and frozen e with the United States.

E. Willkie, president of Pacific erican Fisheries, Inc., said that company was reporting a loss for first time in 14 years. This was to the fact that the 1952 pack t more and sold for less." In his er to stockholders, Mr. Willkie :

From the nature of the fishing ness losing years occasionally oc- but a sound current position has n maintained. The volume of sales e the first of the year has in- ased, and the outlook for 1953, ed on cyclical fishing records and present situation in supply and and for canned salmon, appears e favorable.

oni B" Disabled on ay South for Tuna

he freezership *Toni B.*, operated Bez Bros., Seattle, in the Bristol salmon freezing trade, was dis- ed at sea by a broken shaft late winter while bound for tropical ers to pick-up a cargo of tuna.

he vessel was 24 miles southwest Heceta Head and in command of t. John Bez when she broke down. was picked-up by the Coast ard cutter *Bonham* out of Coos Bay towed to the Columbia River. At sstime it was planned to have re- rs made at Astoria.

E. Richardson Travels s Lengthy Territory

John E. Richardson, Pacific Coast nager, The Linen Thread Co., was Seattle late in January to confer h Edward Cunningham, president, d other executives of the Pacific rine Supply Co., the company's get Sound distributors. Only a few ys before he had been in Mexico, velling that country from Mexico y to the west coast and back to lifornia.

Leaving Seattle, Mr. Richardson nt to Portland and Astoria, visiting e company's distributors, and seeing many of its customers as possible.

"SPONGEX plastic floats couldn't be any better"

Petro Maiorana, owner of purse seiner "Diana."

During his 28 years of fishing sardines Mr. Maiorana has used many types of seine floats. Concerning Spongex floats he says:

"I have been using Spongex Floats two years. I have 350 of them. They don't soak up any water. They couldn't be any better. They keep the cork line entirely out of water, so that we can get the entire catch. They don't tangle up the lines. They are very good for sardine nets."

Spongex cellular plastic floats:

- Have greater buoyancy
- Absorb no water—never need drying
- Don't tangle lines
- Won't rot or crumble
- Resist wear from lines
- Need no protective coating

You'll buy fewer floats in the years ahead if you replace worn out ones with the new Spongex floats.

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111-121 South Front Street
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Terminal Island, California
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695 DERBY PLACE, SHELTON, CONNECTICUT

ANOTHER SPONGEX® PRODUCT

The family of "Golden Cove" frozen packaged patties as it is constituted today. The cello-wrapped label is in red, gold and blue.

Pierce's Patty Line—
Abalone, Shrimp, Clam, Fish

Over a year ago Pierce Fisheries, Inc., of Santa Barbara introduced two packaged seafood products for consumer use: Pierce's abalone patties and Pierce's abalone steaks. So successful were these items that A. R. "Dutch" Pierce, president, decided to produce three other new products: clam, shrimp and fish patties, packed under the same "Golden Cove" brand.

These new frozen, breaded seafood products are prepared to give the housewife a low-cost, ready-to-cook nourishing food. Abalone patties, in particular, bring within the average family budget an item which has heretofore been considered in the luxury class.

In its May, 1951, issue *Pacific Fisherman* covered thoroughly the method employed by Mr. Pierce in making abalone patties, a delicious and marketable product utilizing the too-thin abalone steaks, edgings and broken pieces.

First-quality abalone in every respect save uniformity of size, this material is finely ground, and then mixed with a binder developed by Pierce Brothers.

Patties Frozen in Tubes

This same binder, and basically the same method, is used in making the clam, shrimp and fish patties as in the case of the abalone patties.

The prepared material is forced under high pressure into a special metal tube 3" in diameter and 24" in length, called in the Pierce process a "core." The cores are frozen in sharp rooms. The frozen material is removed from the metal tube and then—still firmly frozen, is sliced by a high-speed slicing machine into circles ¼" thick.

Each patty, still frozen, quickly passes through a dip which is made from a special formula of Mr. Pierce, containing eggs, and milk. Each patty receives two coatings of cracker meal—one immediately after the dip and another one before packing in the 8-oz. carton specially designed by Mr. Pierce. It can best be described as a flat, gift-style package, 5½ x 5½ x 1⅛, best-suited to the arrangement of the four patties in two layers.

The wrapping of the individual carton in cellophane is done by hand, and cartons are quickly sealed by a heat-sealing machine. Each shipping cart contains 24 of the 8-oz. packages.

All handling of the patties is do at low temperature and they nev leave their frozen state. The enti packing process, from slicing to plac ment in shipping carton, requires on a few minutes.

To promote the introduction of t new seafood patties, Mr. Pierce placing in each individual carton coupon worth 10c which can be a plied against the purchase of one the other four seafood products.

It is believed that the housewi will find these new uncooked seafo patties highly acceptable becaus since the fish is in minced form, th cooking time and the amount of required for cooking are less than the are for cooking whole fish.

Abalone Sale Presently Limited to California

Abalone steaks sold under th "Golden Cove" brand are breaded, are the patties, after they have be washed, trimmed, sliced and pounde

Unless legislation is passed to pe mit the sale of abalone patties outsid the state of California, the marketin of these patties and abalone steaks restricted to the state of origin. Clam shrimp and fish patties, of course will be sold throughout the Unite States. By way of explanation, Cali fornia law does not permit that aba lone can be taken-out or sold outsid the state.

The colors which contribute to th attractiveness of the "Golden Cove packages are red, gold and blue print ed on the cellophane wrap.

To supply the abalone needed fo steaks and patties, the Pierce Fisher ies maintains a fleet of six divin boats whose divers pry the mollusk from the rocks of the Channel Island off Santa Barbara. Clams used a small Pismos, and some from Japan From the West Coast of Mexico com

Golden Cove shrimp, clam, fish and abalone patties are packed fou in a Paperbox Corp. carton, with paper separator between two layers Note the patty-breading operation in the background.

A Continuously Constructive Force in the Salmon Industry . .

OCEANIC SALES COMPANY

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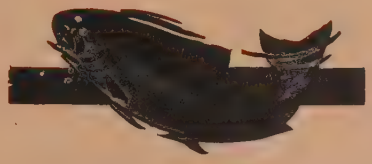
SEATTLE 4, WASH.

CANNED SALMON



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Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

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Look for the Red Ball on the Boot

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STAY-TITE MARINE PRODUCTS

- **STAY-TITE CAULKING COMPOUND.** A proven product of merit for over 50 years. Black, Gray, Mahogany.
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A. R. "Dutch" Pierce is president of Pierce Fisheries, Inc., introducing Golden Cove abalone, shrimp, fish and clam patties, packed at Santa Barbara.

the shrimp for use in shrimp patties. Mr. Pierce finds sole and rock cod best suited for "Golden Cove" fish patties.

Mr. Pierce and his brothers, associated in the company, have had many years of experience in the fisheries, production and processing. Rockett-Lauritzen of Los Angeles has been appointed advertising agency and the account executive, Monte Curry, is currently engaged in establishing a distributor network for the new seafood packages. In Los Angeles area "Golden Cove" products are handled by Koulouris & Casaretto.

Mexican West Coast Shrimp Catch Halved

Mexico's Pacific shrimp fishery continued to decline during the new year, production dropping to around 50% of normal. The fishing areas from Rocky Point, via Guaymas to Mazatlan, and including the recently-discovered banks north of Magdalena Bay, all were yielding poorly.

Most of the fleet left in late January for fishing banks in vicinity of Salina Cruz, the southern end of the 2,000-mile shrimp area along Mexico's west coast.

With inventories at probably an all-time low, wholesale prices for premium brands, layer pack were quoted: Under-15 at 95c per lb. 5c per lb. ahead of last year at this time. The count, 16-20 was offered f.o.b. west coast at 90c, and quotes were generally higher down to the 43-65 at 55c per lb. 10c higher than last season.

J. N. Hyland, executive sales manager, British Columbia Packers Ltd., Vancouver, B. C., was a California visitor in February.

Malcolm Edwards, president the Pacific Coast Oyster Growe Association as he left for Jap to meet with oyster seed peop from whom the Association bu seed.

Marietta Fisheries Resume

After being closed-up for a consi erable period, the plant of Mariet Fisheries at Marietta, Wash., is bei reopened this spring as a fish smoki business, which will also operate custom cannery.

Don't Be a GALLEY SLAVE

Buy an OLYMPIC OIL BURNING GALLEY RANGE

5 Beautiful Models

Modern, space-saving lines at moderate cost! Five sturdy Olympic Models for any size and type of craft. Fully concealed oil burner (burns diesel, too!), gleaming porcelain finish, plated sea rails ... many other features you'll value.

See your nearest Marine Dealer for details!

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The above anchors have the same holding power*... but look at the difference in cost and weight. For safety and ease of handling, equip YOUR boat with...

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*Send for complete data

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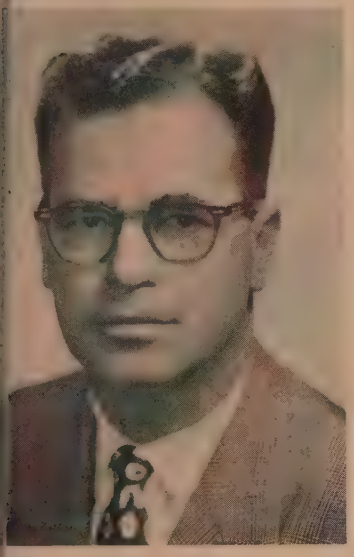
LINES and LEADERS

p Spaulding Heads Firm attle Naval Architects

organization of a new marine en- ring firm, Philip F. Spaulding, Naval tect and Marine Engineer, by a group st Coast naval architects and marine eers has been announced in Seattle by paulding. The firm is organized to all phases of ship design, alterations epairs for commercial, governmental, ivate use. Spaulding has been long ated with Todd Shipyards Corpora- He holds a Bachelor of Science degree ngineering from the University of ington and a Master of Science degree aval Architecture and Marine Engi- g from the University of Michigan. s of the firm are located at 65 Marion iaduct, Seattle.



Gault Davis

ult Davis, "Ac'cent" vocate, Enters Advertising

ult Davis, for a number of years na- al sales manager of the food processing ion of International Minerals and nical Corporation—makers of "Ac'cent" s joined Rhoades & Davis, San Fran- and Los Angeles advertising agency, ice president and account executive in San Francisco office.

e appointment returns Mr. Davis to Pacific Coast from Chicago, where he t some years ago by promotion recog- ng his success in introducing "Ac'cent" acific food processors.

dwing Marine Diesel Added Comprehensive Engine Line

ed Wing Motor Co. added an 80-100 hp. el to its line for marine engines as opened, a 6-cylinder 4-cycle overhead e engine. The power developed is 80 at 2000 r.p.m. for continuous service up to a maximum of 100 h.p. at 2600 m. for intermittent service. Weight is roximately 1500 lbs.

his model was brought out primarily afford suitable power for boats 30 to 45 and provide diesel economy and safety hout having to sacrifice boat speed. It lso well adapted to many commercial t uses. The engine performs with un- al smothness, and the acceleration from to high speeds is remarkably re- nsive.

The D6-80 is available direct drive or with various ratios of reduction. Fresh water cooling is standard. This model is now in regular production with quick deliveries available.

New Seattle Yard Acquires Akervick and Shain Plants

A new Seattle shipbuilding firm, Marine Construction & Design Co. has taken over adjoining properties of Shain Manufacturing Co. and Akervick Brothers Machine Works on Lake Washington Ship Canal just west of Fishermen's Terminal.

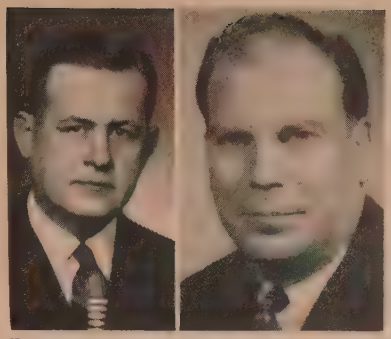
Peter G. Schmidt, Jr. is president and B. F. Jensen, vice president of the new company.

Returning to his native northwest, Mr. Schmidt brings an extensive background in steel design and construction to the firm. He formerly was superintendent of steel shipbuilding at National Steel and Shipbuilding Corporation, San Diego, where he supervised building of famous tuna clippers **Conte Bianco** and **Seapreme,** in addition to other craft.

Mr. Jensen, well-known in Seattle marine circles, is a graduate of University of Washington, and was formerly associated with his father's firm, the Albert Jensen and Son shipyard, in Friday Harbor. Since his naval engineering service in World War II Jensen has designed several fishboats a year while associated with Carl Nordstrom and Phil Spaulding.

Both naval architects, Schmidt and Jensen will direct activities in the design and development of specialized commercial craft.

The new firm will limit facilities to the repair and construction of commercial craft as fishboats, tugs and barges. Of interest is the fact that, the Company combines a fully trained and licensed design staff with shipbuilding facilities. Operations commenced in January with the yard specially geared for complete repair and servicing of halibut boats and tugs.



A. C. Staley R. C. Stolk

Canco Advances Staley; Bob Stolk Moves Up

Allen C. Staley, Jr., of San Francisco, manager of sales for the Pacific Division of American Can Company, has been named assistant general manager of sales for the company. Robert C. Stolk, now assistant manager of sales for the Pacific Division, will succeed Mr. Staley as manager of sales, C. W. Roberts, vice president in charge of the division, said.

C. W. Curry, of Chicago, now a sales division manager for Canco's Central Division, will become assistant manager of sales in place of Mr. Stolk, Mr. Roberts added.

In his new job, Mr. Staley will assist in the direct supervision of all Canco sales activities in the United States and Canada. Mr. Stolk will direct sales activities on the West Coast, Hawaii and Alaska from the Pacific Division's headquarters in San Francisco.

E. B. Genung Handles FlakIce Sales to Fish Industry

Refrigeration Engineering Co., distributor for York refrigeration products, has announced the appointment of E. B. Genung in charge of FlakIce and commercial refrigeration sales to the fish packing industry. In this capacity Mr. Genung will direct all sales of York FlakIce Machines

Henry Akervick, right, one-time fisherman who built a business manufacturing fishing equipment, shakes hands with Peter G. Schmidt Jr., left, and B. F. Jensen, over the bargain by which they purchased Akervick Machine Works as an element in the plant of their newly-organized Marine Construction & Design Co., Seattle.

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stern Washington and Alaska. In addi- he will be available for assistance d storage applications as well as ma- nstallations.

Genung is well qualified for his new n. In addition to many years of ex- ce in commercial refrigeration work, s been actively engaged in salmon ; in Southeastern Alaska. It is ex- that he will spend some time each n Alaska to provide York equipment with installation and service informa-

appointment of Mr. Genung is in g with York's expanding FlakIce nent line designed specially for the ; industries. York FlakIce Machines ow available in sizes ranging from s. daily capacity to 15 ton, with both and ammonia refrigerants.

eral Petroleum Shifts to Refinery Sales

ert E. Horn, Jr. has been named ger of Refinery Sales Northwest for al Petroleum Corporation, according announcement by V. A. Bellman, the any's vice president and director of eting.

eteran of 34 years next month with al Petroleum, Mr. Horn has been ger of the Washington division of al Petroleum's marketing department. ill continue to make his headquarters attle.

Hiller Celebrates Business Anniversary

ul W. Hiller, marine engineer and ment specialist last month was cele- ng his 25th anniversary in business 15 Avalon, Wilmington. During his er century in Southern California. Hiller has handled and distributed famous marine lines, and is a well n and popular figure in the commer- fisheries, and in yachting and pleas- oating.

Allen Joins P.M.S. e Seine Department

bert G. Allen has recently joined the of Pacific Marine Supply Company ing with Joe Valich in the purse seine rtment.

. Allen is a former fishermen, having and worked with the Gig Harbor He fished with this group from 1943 52 working on the **Planet, Sea Comber, Amber** and others of the purse seine group.

He was born and raised in Seattle, married, and spent two and a half years in the Marine Corps during World War II. He was graduated from Seattle University.

Mr. Allen will work primarily with the gillnet fleet and will be in close touch with this particular group of fishermen. He has spent some time with the gillnetters and is well equipped to take on these duties.

Ward Turnbull Advances With Nordby Supply Co.

At a recent meeting of the board of directors of the Nordby Supply Company, Ward Turnbull was elected vice president and assistant treasurer of the company.

Mr. Turnbull will work primarily with the fishermen and will continue to handle the trip settlements. He has been with the company for about five years.

Proposed Trawl Closure Brings Warm California Controversy

Proposed establishment of a closed season for dragboat operations along the California coast, introduced in the California State Legislature in January, prompted immediate and pointed controversy among proponents and opponents of the measure at Eureka and other nearby ports. The proposed law was introduced by Assemblyman Vincent Thomas, San Pedro, and provides for a closed period between December 1 and March 1 each year.

One of the principal proponents was Noel Franklin, widely known Eureka dragboat operator and spokesman for the Eureka Fishermen's Marketing Association. Franklin was named to represent the association on the issue at Sacramento.

Interviewed at Eureka, Franklin declared that the closure is a "must," asserting that bottom fish must be given a chance to spawn without interruption. He feels the period between December and March is the time when the fish can be replenished, particularly in north coastal waters. Said Franklin:

"It doesn't make sense to plow up your cornfield before the seeds have a chance to grow."

Theo Weissich, plant operator at Eureka, voiced the attitude of the opposition to the proposal, declaring that:

"It is simple economics, not conservation. The proponents of the bill have no real interest in conservation, but in higher prices for the fish. If the season is closed for three months, prices will go up accordingly during the next nine months."

The majority of fish dealers were cited as opposed to the proposed closure, with most of the fishermen favoring the plan.

Assemblyman Frank Belotti, Eureka, said that he would not "push" the bill in the legislature pending a thorough airing of the issue and until the dealers and fishermen reach some sort of agreement.

Dragboat operations account for by far the bulk of deliveries at Eureka and other north coast ports the year around, running to between twelve and thirteen million pounds per year, during late years.

Senator A. W. Way, Eureka, also has introduced a bill in the Legislature which would close to commercial fishing the mouths of the Mattle, Mad and Little Rivers, Redwood Creek and the entrance to Humboldt Bay for a distance three miles north and south and to sea.

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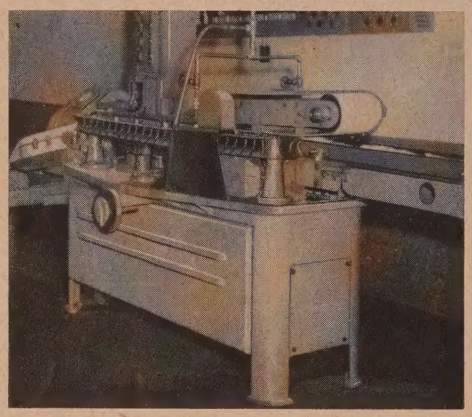

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